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CLEGRONGOFFICE: 104, DRS. VOICE ROAD, LONDON OFFICE: 131, FLERT STREET, E.C.

he nakona, July 27тн, 1907.

VERY seldom are Parliamentary papers m me interesting than a report presented to both Houses in June last, of a journey through Shantung and Kiangsu. The narrator is Mr. W. J. GARNETT, Third Secretary to the British Legation in Peking. He was interpreter. The land journey was made in September October last year, from Chefoo of belated travellers. and Weihai, along the coast to Tsingtan, Kiangsu to Chinkiang, and thonce to Soo-

making establishment. He writes :

Some ten years ago a wealthy Chinaman at the Straits Settlements conceived the idea of culan extensive wine trade, and he secured the services of an Austrain expert, Baron von Babo, for this purpose. Land was bought on the sloves of the hills behind Chefoo, and many the work of educating the people. acres planted with vines from every wine producing country. More land is still frequently acquired in the valley behind and planted in the same way, but the price of land has now, gone up considerably. Both black and white grapes | round were their teaching unsectarian. time to time, but never to any disastrous extent. The grapes are brought in to the establishment in the town, and there the wine is made and stored in special casks capable (the largest) of holding as much as 15,000 litres (18,000 bottles where they were put together in the cellars. years to complete, and are built below the level of the sea; they are lined with concrete, as i

was found that otherwise they were being | not said all there is to say. His contriconstantly flooded. They are extensive, and already hold a great number of casks full of wine, the name and year of the latter being inscribed outside every cask. Though it is ten years since this work began, no wine in to be put on the market for another two years. This market is to be the Chica coast. Baron von Babo would not say what price the wine was to ba sold at, but, considering that the capital will have been looked up for twelve years, the sale price will doubtless not be a low one. I tasted several kinds of wine, both red and white, and found them excellent.

Crossing the promentory southwards from Weihai, he noticed that a good deal of opium was being smoked, and made enquiries as to the probable effect of the recent Edicts. The reply was that these would be ineffective, the reason given being that the high officials were opium smokers. He was told that the Edict would probably be as little regarded as that relating to the women squeezing their feet. The natural feet Edict was placarded at the Yamen, but the public said: "When the Mandarin's wife and daughters cease to bind their feet, we will follow their example." Except when nearing Tsingtau, roads in the German leased territory were as bad as on Chinose soil, and even there were not to be compared with the British Weihai thoroughfares. One good feature, however, was the provision of trustworthy finger posts, and tablets giving the name 24,00 of each village passed through. Mr. GARNETT's experience was like Dr. Mor- found he had been badly bruised, but not RISON'S. There was no apparent enmity to foreigners, and even the highway robbers let foreigners pass unnolested. The traveller has to suffer a good deal of inconvenience from the usual friendly curiosity of the natives. He has the status of a circus procession everywhere. Many our readers know what Chinese inns are, but for the sake of those who don't, we

Nearly every village possesses an inn. and the only difference between these inns is the varying amount of discomfort the traveller has to endure, for none are good. We found that the inns in Eastern Shantung were distinctly inferior to those in the central portion of the province. The best room of a Chinese inn consists of four walls, a thatched roof, and a door (though this latter is not essential). Inside the room the floor is of mud and very far bim. from being level, and there is the "kang," or Chinese bed-place, on which camp-beds can be erected. Chairs and a ricketty table can frequently be obtained, though the innkeeper may have to borrow them from his neighbour. There are always windows covered with filthy paper broken away in a thousand places, but rarely is glass to be met with, except, perhaps, in a large town inn. The walls are usually of mud bricks, sometimes partially covered with paper as fifthy as that which acts as windows, and usually bearing a few red-paper Chinese characters expressing "Happiness" and similar good wishes, or bearing a quotation from the classics. In many cases the walls do not all touch the ceiling, or else several bricks have been removed from various parts of the wall and the rooms are in consequence always open to the air somewhere. It is perhaps, needless to say that the dirt of the rooms is usually very horrible, and there is plenty of vermin. The d or, which, as a rule, has the wherewithal to close it with in the shape of a hage wooden bol frequently ends a foot from the ground, an in consequence the traveller may find in th morning that he has had visitors during the hight in the shape of cats, dogs, chickens, and even pigs! As a matter of fact, when the innroom is really too bad for use the traveller can usually obtain a night's lodging from some other house in the village. The question of payment s always a difficult one. The innke-per never likes to tell the guest the price, as he is terrified of naming a sum small-r than the guest would perh ps pay if left to himself to decide; but the right prices seems to be about 20 cents (4d.) for a night's lodging, if the travellers consume a fair number of eggs and have a firs lighted for boiling their water. This price, of course, arcludes payment for the mules and drivers. and is m rely personal. Eggs and chickens can nearly always be ob sined in the villages, also Chinese bread, which is by no means bad when the outer coating has been pulled off. In the larger villages it is possible to obtain the Chine:e equivalent for a table d'hôte diuner, which consists of four or tive little Chinese dishes, which are quite pleasant one cares for Chinese food. The guest-room of of being invited to luncheou on board the Ima Chinese inn always opens on to the yard, in perial yacht "Hohenzellern." which the various mules and other animals stand; and in hot weather this is very unpleasant, and at night the noise of the muleteers and of the mules jingling their bells and neighing is very disagreeable; but there is no way out of this difficulty. In every walled accompanied by Mr. BRENAN, a student town or village, where the town gates are closed soon after sunset, the inns are to be found outside the walls or purpose, for the sake

Mr. GARNETT gives an excellent acount rail inland to Chinanfu, and south to the of the various vehicles available—the Grand Canal at Chiningchow, through account, not the vehicles, bling excellent, and he praises the climate of Shantung. 1042 miles, and this T. E. Hammond covered: chow and Shanghai. At Chefoo he inspected Like all recent travellers, he noticed the by strictly fair walking, in 18hrs. 13min. 37sec.; an undertaking of which we have hitherto omnipresence of things Japanese. Saanheard very little-Baron Baro's wine- tung is infested, with missionaries of al sects, but that is not Mr. GARNETT'S word. "After a short but careful study of the tivating the grape in Chiua for the purpose of question," he says, he has no doubt of the extreme usefulness of their work, meaning, not "evangelization, as it' is called," but admires them as schoolmasters, and this we can also do; but it would be better all are grown. Phylloxera has attacked them from The "passive resisters" at home who have made such a fuss about payment of education rates might consider afresh their the 100th mile his time (17hrs 25min. 2/sec.) subscriptions to foreign missions, but proof wine). These casks were constructed in bably they do not mind sectarianism so Austria in sections, and so shipped to Chefoo, long as it is the right kind. A longer and These cellars, begun four years ago, took two more careful study of the subject may convince Mr. GARNETT that he has perhaps

bution to the discussion is almost as irritatingly inadequate as the replies mentioned in the following quotation:

The natives in China are extremely irritating

when one asks the way of them. To day the following conversation ensued, which ended in the usual unsatisfactory manner. We asked a native, "Is this the way to Tsoubsion?" He replied "Are you going to Tsoubsies" replied, "Yes; is this the way?" He inswered. Ob, you are going to Tsouhsien, are you? Where do you come from?" We replied, From Chiningohow; please is this the way to Tsoulision?" He answered, "Oh you've come from Chiningchow, have you? Are you going into the city walls of Tsoubsien?" Finally the native says he doesn't know the way to Tsoubsien and a quarter of an hour has been wasted. I experienced another instance of native stapidity last March in the mountains some 8) miles from Peking. I asked an ancient villager at the entrance to his village what the name of it was. After many questions and replies as to who I was, where I had come from; where I was going to, and why I wanted an ian, I repeated the original question as to the name of the village, when he replied, "How should I know? I am not a learned min."

The plague total at date is 195 cases. There were three yesterday.

The French mail of the 25th June was delivered in London on the 25th instant.

For sleeping in Blake Gardens three natives were yesterday fined \$2 apiece by Mr. G. N. Orme, at the Police Court.

A coolie who was knocked down by a tramcar opposite the Owl Grill Rooms on Thursday evening was removed to hospital. There it was seriously hurt.

life in it. It is now proposed to form an Infantry Company with a cyclist detachment, and Captain Thompson, in an advertisament elsewhere, invites recruits.

A banker named John Farson has introduced an evening suit of full white to Chicago society The coat had satin facings, the waistcoat was a orestion in pale-cream satin, embroidered with delicate roses of pink and yellow. Everybody, including Mr. Farson, was happy Mr. Farson is a social leader with convictions, and with the courage of them. To him, according to American commentutors, will be due much of the credit if the twentieth-century beau shall escape from that monotony of black to which nineteenth-century conservatism bound

At the meeting of the Legislative Council held yesterday afternoon, the report of the assessment of the Colony for the year 1907-1908 was laid on the table. It showed a decresse in the valuation of property in the Colony of Hongkong of \$275,935, or 2.52 per cent. The decrease in the City of Victoria is \$315,390, while Kowloon Point, Yaumati, Hunghom, Monkoktsui and the Kowloon villages show an increase of \$9,898. The report further states that the number of reported vacant temements in the City of Victoria inspected under section 35 of the Rating Ordinance averaged about 218 monthly, against 220 last year.

The German Emperor invited the Japanese Ambassador in Berlin, Mr. Inouye, Japanese Naval Attaché, Vice-Admiral I juin, commander of the Japanese squadron, to join the Imperial party on board his Majesty's yacht "Meteor" for the schooner races at Kiel, - Next morning the Emperor visited the Japanese cruisers in Kiel Harbour. Speaking in English, on board the Tsukuba, his Majesty said :- " I bid you and your ships a cordial welcome to this port in my name, in that of my navy, and of my country. I highly appreciate the gracious thought of his Majesty the Emperor of Japan in sending this squadron to Kiel. I congratulate you on the appearance of your ships and your fine crews and I trust and hope that the Japanese and German navies may always work together as good friends and comrades, and that their ensigns may always flust side by side for the maintenance of peace and order in the world." The Japanese Ambassador and the Japanese officers, together with Captain Dumas, British Naval Attaché in Berlin, had the honour

London Stock Exchange, has walked for eighteen hours at a stretch, at the rate of 5% miles an hour. This remarkable performance is thus referred to in a London contemporary. A splendid record performance was accomplished by T. E. Hammond in the walking race which the Ordinance. the Surrey Walking Club decided, during the hours between Friday evening and Saturday not be. afternoon last, on the road between London and Brighton and back. The total distance was as against the former best of 20hrs. 31 min. 53sec., which was accomplished in November, 1903, by H.W. Hordon of the same clab. J. R. Barnes Moss finished next to Hammond in 20hrs. 23min. 32sec., thus also beating the former record, and W. Brown third in 20hrs, 38min. 1sec. Hammond did not attempt to take the lead natil about 25 miles had been covered, but he was always walking well within himself, and excepting for a slight blister on one of his feet, he finished fresh and well. His performance beats all world's amateur and professional track records for the same distance. Excepting for a blistered too, Hammond was quite strong and well, and after a hot bath appeared to be as fresh as when he poor. started. The merit of his performance may be gathered from the fact that when he reached beat both the professional and amateur world's records-the former standing to the credit of W. Howes at 18hs 8min 60sec., and the latter to the credit of the late A. W. Sinclair at 19 hrs. 41 min. 50sec.—both accomplished over a quarter of a century ago. Hammond is about twentynine years of age, 5ft 111 in high, and weighs

A case in which two Japanese were concerned came before the Puisne Judge yesterday, but as neither of the parties could speak English and there was no interpreter, the hearing had to be adjourned. To give them an opportunity of learning what was expected, the Puisne Judge directed that they be given a slip of paper on which was written "Tuesday. 2 p.m.," the inference being that this would be translated.

By kind permission of Lieut.-Col. W. Scott. Monorieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hong song Hotel, this (Saturday) evening :--

March...... " Fury Glen," Payne: Valse " byringa," T ylor Selection ... "Iolanthe,"..... Sullivan Song " The Flight of Ages," Bovan Selection ... "The Orchid," Caryll Two Step ... "Navaho," Alsteyno

DINNER MENU .-- Hors-d'ouvre-Caviare and Egg Canapés. Soup—Julienne Soup. Fish— Fried Soles and Anchovy Sauce. Entrées—Egg and Asparagus, Veal Cutlets and Tomato Sauce, Shrimp Patties, Curry-Calcutta Curry, Joints -Roast Leg of Mutton and Mint Sauce, Roast Turkey and Cranberry Sauce, Boiled Ox Tongue and Caper Sauce, Cold Reast Sirlein of Beef and Cucumber Salad. Swoots-Rice Publing, Strawberry Ice Cream and Finger Cakes. Tipsy Cake Cheese Bisouits. Dessert-Coffee-Fruits.

THE BRIBERY CASE.

ACCUSED CONVICTED.

The charge of bribery preferred by Sanitary Inspector D. O'Halloran against Chuk Tsung, boarding-house keeper at 69, Connought Road Central, was heard before Mr. G. N. Orme at the Police Court yesterday afternoon.

The Crown Solicitor, Mr. G. E. Morrell, prosecuted, and Mr. A. Jackson (of Messrs .The Volunteer Movement at Hongkong has Johnson, Stokes and Master) appeared for the ı defendant.

> Mr. Jackson stated that he was instructed to plead gailty, but asked his Worship to consider what the penalty ought to be, irrespective of the penalty mentioned in the Ordinance, which was two years' imprisonment with the alternative of a \$500 fine. The defendant in this case was rather an ignorant man, who offered a bribs of \$10, which amount brought the case within the jurisdiction of his Worship. The defendant, he understood, believed that the \$10 was a fine inflicted upon him for not producing his register. or something of that sort. The crime, he submitted, was not such a serious one after all. In Hongkong a great many Europeans had been bribed to some effect. This had particularly been the case among Sanitary Inspectors. He did not allege anything against them as a body, but in particular instances. The poor Chinaman who thought he might get into trouble did not think it any serious crime to offer a cumsha-The Chinese were practically a nation of bribers from the highest to the lowest and they lived in

> a land of corruption. Mr. Morrell informed his Worship that after all the troubles of the number of Chinese who were examined before the Commission, the defendant must have been perfectly well aware of the seriousness of the offence of offering a bribe. As to being ignorant, he had been the owner and licences of the boarding-house since 1904. The speaker thought this was a case in which an example should be made. It was not as though the offence, occurred before the Com-

> mission, when no fuss was made about bribes, but there had been a deal of trouble since and several inspectors had been dismissed from the service. It was not only inspectors, but Chinese as well who were up before the Commission and examined. He submitted that in this case there ought to be a heavy penalty,

Mr. Jackson-Of course I am in your Worship's hand, but I would ask for a small

His Worship -The defendant is a boardinghouse keeper of some years' standing, and therefore was in a better position than most to know what he was doing. Mr. Jackson-Ha does not look a very on-

lightened person. Mr. Morrell-He has been a boarding house

keeper for three years. His Worship-Has he got a licence?

Mr. Jackson-Yes. His Worship-If he takes on a big under-

taking like this after the Commission it is his. own fault. I should have thought he would Mr. T. E. Hammond, a member of the have had a rest for sometime. This is obviously the vessel unreservedly in the hands of the coma case in which I should make an example. Mr. Jickson-I suggest it should not be an

off suce at all to offer bribes to sanitary in spectors. They should be above it. Mr. Morrell--It is laid down as an offence in

Mr. Jackson-But I suggest that it should

Mr. Morrell--Your Worship must deal with the law as laid down in the Ordinance,

His Worship (to Inspector Warnock) - Do you know anything about this man? Inspector Warnock-I believe he has been before the Court once.

Mr. Jackson-He was fined 37 for overcrowding sometime ago. His Worship-In consideration of his having over N E. Japan.

pleaded guilty I will make the sentence half what it should have been. The defendant will be sentenced to three months' imprisonment. Mr. Jackson-I would ask your Worship to

inflict a fine instead. His Worship-I don't know. To the rich a fine is no punishment.

Mr. Jackson-He is not rich. He is very His Worship-If this course had not been taken, I would have given him six months.

Inspector Warnock- What about the disposal of the \$10, your Worship? His Worship-Put it in the poor box. Mr. Jackson asked that the money should

be returned. His Worship - The general rule is that a bribe should be put in the poor box. It shall be in this instance.

TELEGRAMS.

REUTER'S SERVICE.

THE TERRITORIAL ARMY BILL.

LONDON, July 24th. The Territorial Army Bill has passed unanimous third reading in the House of

THE "KAISER WILHELM II."

London, July 24th. The North German liner Kniser Wilhelm II. has been refleated.

THE UNREST IN INDIA. .

London, July 24th.

The Maharajah Bikaner has written a long letter to the Times in which he states clearly the position of the Indian Princes, and declares that while the present policy continues the Indian Princes will remain unflinehingly loyal, and if ever a orisis comes they will east in their lot with the

CRICKET.

British.

LONDON, July 24th, Owing to a wet wicket there was no play at Lords yesterday, and the crowd noisily demanded the resumption of the match (? Lancashire v. Middlesex) trampling on the pitch. Maclaren thereupon refused to continue, and the match was abandoned.

THE PEKING-PARIS MOTOR RACE

LONDON, July 24th. Prince Borghese has arrived at Kazan.

THE KOREAN DELEGATES TO THE HAGUE.

LONDON, July 24th. The Korean Delegates to the Hague Conference have sailed from Southampton for America. Prince Yong, interviewed by Reuter's said that they intended to visit President Roosevelt and the principal cities of America and to return to England. The Mission was despatched by the Emperor, who knowing that his enforced abdication was impending, said to them: "If I am murdered, continue your mission, and restore an independence which has existed for 500 years." Prince Yong added that the abdication was due to Japanese in one and Korean traitors.

LAUNCH OF A CRUISER.

The new armoured cruiser "Inflexible, " which is to steam 25 knots, was launched from Messra. John Brown and Co.'s yard, Clydebank, on June The vessel is endowed with immense figh log power, and is sister ship to the "Indomitable" and "Invincible." She has a displacement to 17,250 tons; her length is 550ft. and beam 78ft, 6in. She has cost to build £1,730,010. The naming ceremony was proformed by Lady Blythswood,

At a luncheon held later Mr. Charles E. Ellis, managing director, gave the toast of "H.M.S. Indexible." and referred to the extraordinary advance made in naval architecture with recent years. Riar-Admiral. J. E. Bearcroft, C.B. responded. The vessel, he said, was one of three which would compose a very powerful squadron of cruisers. When completed they would embody a large number of new ideas and alterations bith in construction and in detail of armament. There were so many things in these ships that were more or less of an experiment that it was almost impossible to go into details of their filtings.

Replying on behalf of the builders Mr Firth, deputy chairman, said some hard things had been said by certain members of the House of Commons in regard to the Admiralty's having placed the contract for that ship and one or two oth rs without tenders apparently baving been ob sined. He could only think it was perhaps because of the fact that such vessels as the Jupiter, the Terrible, the Sutley, the Levisthan, and various others had given the Admiralty such ratisfaction; and the way they were treated by this company made them feel that, whether they asked for a tender or whether they placed pany, they would receive treatment they would never afterwards regret. With regard to Messrs. Brown and Co's connexion with Messrs. Harland and Wolff, it was being looked forward to with pleasure by the directorate, and he hoped it would be a success to the firm.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 26th at 11.55 a.m. - Yesterday afternoon the depression was approacing the neighbourhood of Haiphong.

The depression has risen slightly in Hongkong, and fallen mo lerately over the E: coast of Chine and N.E. Japan. The area of low pressure lying over W Japan yesterday, appears to be moving away

The barometer is inclined to fall over the Loochoos and the Philippines, and pressure seems to be again in defect over the Pacific to the N.E. of Luzon.

Moderate variable winds may be expected in the Formosa Channel, and moderate S. and variable winds over the N. part of the China Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.09 inches. The forecast for the 24 hours ending at noon to day is as follows:

S. or variable Hongkong & Neighbourhood winds, light; Variable winds Formosa Channel .. moderate.

South coast of China between Same as No. 1 Hongkong and Lamocks South coast of China between Hongkong and Hainan I moderate.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 23th instant in the

Council Chamber.

PRESENT: .. HIS EXCELLENCY THE OFFICER ADMINI-STERING THE GOVERNMENT, Hon. Mr. F. H

MAY, C.M.G. Hon, Mr. A. M. THOMSON, (Colonial Secre-

Hon. Mr. H. H. J. GOMPERTZ, (Microey-

Hon. Mr. C. McI. MESSER, (Colonial Trea-

Hon. Mr. W. CHITHAM, C.M.G., (Director of Public W. rks). Hon. Mr. F. J. BADELEY, (Captain-Superin-

tendent of Police). Hou, Dr. Ho Kai, M.B., C.M., C.M.G. Hon, Mr. WEI YUR.

Hon. Mr. E. OSBORNE. Mr. A. G. M. PLETCHER, (Clork of Chuncila).

MINUTES. The minutes of the pravious meeting were

read, and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table Financial minutes, Nos. 33 to 35, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL. The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table the report of the Finance Committee (No. 6), and mived its

The COLONIAL TREASURER seconded, and the motion was agreed to,

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table the Report on + : the Assessment for the year 1907-1908.

INSURANCE COMPANIES ORDINANCE. The ATTORNEY-GENERAL moved the third reading of the Bill entitled An Ordinance relating to Life Insurance Companies.

The COLONIAL SECRETARY seconded, and the Bill was read a third time, passed, and

HIS EXCELLENCY -The Council stands adjourned, sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held-the COLONIAL SECRETARY presiding. The following votes were passed :-

HARBOUR MASTER'S DEPARTMENT. The Officer Administering the Government recommended the Council to vote a sum of Four hundred and thirty Dollars (\$439) in aid of the vote, Harbour Master's Department, G .-Lighthouse Gan Rook Lighthouse, Other Charges, Gunpowder Charges and Tubes for

Fog Signalling Guns. PUBLIC WORKS EXTRAORDINARY.

The Officer Administering the Government recommended the Council to vote a sum of Four thousand one hundred and twelve Dollars (\$4,112) in aid of the vote, Public Works Extraordinary, Communications, New Roads in Victoria, Extension East and West of Conduit

The Officer Administering the Government recommended the Council to vote a sum of Four hundred and sixty-seven Dollars (\$467) in aid of the vote, Post Office, B .- Postal Agencies in Chins, Swatow, Other Charges, Incidental Expenses.

TO-MORROW

TO WELCOME SIR F. LUGARD. All Volunteers are to assemble at 9 a.m. on Snuday morning; at Headquarters.

The s.s. Empress of Japan will be met by the Harbour Master in the Launch Victoria. His Excellency will land at Blake Pier at 10,00 a.m. At the moment of landing, there will be an Artillery Salute.

A Guard of Honour will be at the landing

His Excellency will be received on the pier by His Excellency the Officer Administering the Government. There will then follow introductions of General and Military Officers; Commodore and Naval Officers; Members of Councils and Foreign Consuler Representa-

(Note: - After introduction to General, and

before introductions to Officers, the Guard of Honcur will be inspected.) The party will proceed to the Tram Station.

for Mount in Lodge, escorted by the Mounted Troop. The route will be lined by Troops and Volunteers.

NEXT DAY; SWEARING IN. On Monday, at 10.00 s.m., when Sir Frederick proceeds to the Council Chamber, the route will be lined by Police. There will be a Guard of Honour at the Government Offices. Members of Councils, leading officials and others will be present. The Chief Justice will read the Commission, and administer the Oaths of Office. The Guard of Honour then salutes and the band plays six bars of the National Anthem. After that, another Artillery Salute. Then will follow the Inspection of the Guard of Honour, and His Excellency will leave for Government House (or Mountain Lodge), the route being lined by Police.

A professor of the University of Bonn has discovered that out of 834 descendants of a woman who died at the end of the eighteenth century, and who was a victim of alcoholism. seventy-two were assassins, forgers, and thieves, while 147 died in lunatic asylums. Some people winds, | will believe this.

SUPREME COURT.

Friday, July 26th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

LEAVE TO APPEAL.

The Hon, Mr. H. E. Pollock, K.C. moved for leave to appeal to His Most Gracious Majesty in Council from a decree of this Court dated 15th July, 1907, made in the suit of Long Kee . Ng Wai, dismissing appellant's appeal against

that portion of the judgment of his Honour the Chief Justice delivered on 27th June 1907. directing that appellants do not recover the costs of, and incidental to, the onse but that the re-pondent recovers said costs. In doing so, he said that the motion was in proper form. The Chief Justice-Do you come within the

value? Hon. Mr. Pollock-Yes, my Lord,

Mr. Slade-I am appearing to oppose. The Chief Justice - What is the limit here ! Hon Mr. Follock -- £500.

The Chief Justice - I think it is usual in such cases to state the exact amount. Hon, Mr. Pollock-How can we when the costs are not taxed yet? We can state what our own costs are. Our submission is that we should

not have been deprived of cests. Our costs alone come to \$1,500. The thief Justice-Of course, you have a right to appeal to the Privy Council. No it is of considerable authority when we bear question of the nature of the appeal arises.

Mr. Slade-Ob, yes, my Lord. Hon, Mr. Pollock-You cannot appeal to the Privy Council on the question of costs alone without appealing on the question of principle. We are therefore appealing on the question of

The Chief Justice—It seems to me the point might be taken that judgment might have been given for the plaintiffs, each party paying his own costs, and you could hardly appeal from such decicion.

Hon, Mr. Pollock-Oh, yes, my Lord. The Chief Justice-There is no use letting it go forward unless it is clear we are on solid ground. Suppose the order had been that each party pay his own costs?

Hon. Mr. Pollock-We should not have appealed then: it is purely on the question of The Chief Justice-I suppose we must hear

Mr. Blade. Mr. Slade submitted that their Lordships had no jurisdiction in the case, arguing that costs were not a matter at issue in a suit but that they were only incidental to the

matter at issue. Hon. Mr. Pollock, in reply, pointed out that their Lordships gave appellants special leave to appeal to the council. Their case rested upon want of jurisdiction in the matter of

Application adjourned for consideration.

THE BUILDING AUTHORITY & PUNG

Judgment on the appeal on the question for costs in this case was delivered. The appellant was represented by Mr. M. W. Slade, instructed by Mr. D. V. Steavenson (of Messra Deacon, Looker and Deacon), and the respondent, the Building Authority, by Hon. Mr. H. H. J. Gompertz, Attorney-General, instructed by Mr. G. E. Morrell, Crown Solicitor.

His Honour said :-The question of costs in this case is narrowed to a very fine point. By the Code of Civil Procedure, section, 368, costs may be given against the Crown in proceedings under the Gode: and the first question is whether sitting to hear this appeal the Full Court is sitting under the Code or not.

sitting under the Code of Civil Procedure.

Let us see bow the matter stands. By ss. 98 and following of the Magistrate's Ordinance 3 of 1890 appeals on points of law by way of case stated are allowed to the Full so high as a launch light. Court: that is to say the Full Court as constituted by ss. 22 and following of the Supreme the Volunteer camp on Stonecutters, left thing most favourably to the plaintiff, the Court Ordinance 3 of 1873. Section 13 pro: Yaumati Ferry Wharf at 7 pm. He said that evidence of the people on the "Hoi Po" shows wides that appeals from the Magistrates shall be he knew where the wreck was: it was almost in heard before the Full Court. But ss. 594 and his course and that there was no light on her following of the Code of Civil Procedure deals at 7.10. He is certain about it as he was almost only with appeals from decisions of the Judges on top of her and the conswain had to swerve of the Court : and therefore the Full Court in | to avoid her. hearing appeals from the Magistrates is sitting under the Magistrate's Ordinance and not gives the same version. under the Code, and therefore s. 368 does not ... To Kai, the coxswain of Mr. Logan's to be seen, we put on a little more speed, then

The next point arises under the Interpretation Ordinance 1897, s. 29 of which provides that no Ordinance, whether passed before or after the commencement of this Ordinance, shall bind the Crown, unless it is therein stated, or unless it appears by necessary implication that the Crown is bound thereby. not appear in the English Interpretation Ac.

therefore the Crown must be bound by those | light on previous occasions when the launch other provisions of the Ordinauce which enable | went for coal: it was one foot above water. the Full Court to give costs: i. e. s. 146. Ordinance. Lord Campbell's judgment in left Hongkong at 10 p.m. he started back. He given against the Crown. Crompton J. said : He described his search for the "Hoi Hau' referred to) the ('rown would be within the | He says he couldn't see her, which I take to provisions of v. 6 (as to costs)". But i.e then mean be saw no light. proceeds to show that the Crown is certainly therefore but the inclination of his opinion.

because there again the Court seem to have he says, we went slowly and looked about, we been impressed with the fact that in the were afraid of that wreck. The sailors said Summary Jurisdiction Act 1848, there were there was nothing seen about, we put on a little some sections in terms referring to the Crown, | more speed, then came upon her, there was and it was from this fact that they inferred the | no light on her. We went straight out, headimplication or presumption that the Crown was | ing towards the wreck, there was no other way to be in all cases under the Summary Jurisdiction | i.e. through the junks. Act bound by the provisions of the section as to

Archbishop, which the Attorney-General light on the wreck. opposed as the rights of the Crown were | Chow Wan, coxswain of the "Kem Hung" affected. No order was made for payment of launch, who assisted in gotting the launch off, and Lam Choy against the Standard Oil costs to the Crown : the principle of the common said there was no light on the wreck.

law laid down by Lord Campbell C. J. in "R. v. Beadle" that "the Crown never paid nor received costs" being acted upon in the case. Then comes what I may call the indecision of that a big junk sunk in the fairway was not

the judgment. The Court will only decide the question before it, and will express no opinion on other matters. But as to them it may be said on the one hand the fact the statutes have been passed providing for the payment of costs to the Crown in relation to certain definite matters is " of some weight as an indication that express legislation was necessary in order to exclude the rule of common law. On the other hand, as incidental to department administration, there must often be litigation which does not directly affect any prerogative of the Crown, and as to which no good reason can be assigned for the denial of costs to, the successful party. And the case of "Moore v. Smith" supports

"R. v. Beadle" the standard case of reference is against the award of costs in the case of proceedings under a general statute with no reference to the Crown.

So much for the state of the law : as to the unsatisfactory nature of it I can only refer to Lord Campbell's judgment in the letter

But then comes this question. Is not the Crown mentioned in this Building Ordinance through the references to the Building Authority, in precisely the same way as the Crown was mentioned in " Moore v. Smith" by the references to the Attorney-General I think it must be so.

There is an important pa sage, in Wright's judgment in ' R. v. Archbishop of Canterbury" which throws some light on the question, and in mind that for some years Mr. Justice Wright was 'Junior Counsel to the Treasury whon he became very familiar with suc matters: "We express no opinion as to the writ of mandamus when it is applied for by or against the officers of Executive departments of the public service in relation to their statutory or other duties."

The grant of costs in such cases he thought as appears from the paragraph of this judgment cited above was warranted by "Moore Smith," and this seems to be approved "Thomas v. Pritchard." Here the Building Authority is authorised to do many things on behalf of the Crown, and therefore within the principle [above enunciated, we think that order for costs may be made for and against the Crown.

Mr. Justice Wise-I concur. The Chief Justice added that costs would be given the Crown on the case stated, and costs against the Crown on the point of res judicatu.

IN ORIGINAL JURISDICTION.

CHI WO AND CO.

THE FUMIGATING AND DISINFECTING BUREAU Judgment was given in the action in which the plaintiffs claimed \$4,023, the amount of damage sustained by their steam launch 'Hoi Po" in consequence of her having on the night of October 21st, 1996, a ruck the bulk "Stanfeld" Sir Henry Berkeley, K c., instructed by Mr.

A. C. Jackson (of Messrs, Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. M. W. Slade, instructed by G. K. Hall Brutton (of Messrs. Brutton and Heit) represented the defendants.

The first question I have to decide in view of the Assessor's answers to the questions I put to him is-Was the wreck of the "Stanfield" lighted or not? If this is answered in the affirmative

His Honour said :

the plaintiffs must fail, I therefore proceed to examine the statements on one side and the other.

For the plaintiff:

Burleigh," and other cases cited by him, that leaving Hongkong about 7.30 p.m., that be was of the hulk really was visible above water, even not say costs in Civil proceedings may be given | was going in the vicinity of the hulk he told a | said that what was above water would have for or against the Crown; but lays down a sailer to look out for the light. He didn't see general principle, and therefore the question is | the light, came into collision with the hulk, and more properly stated as I have put it, are we found no light on her ; and that he warned the "Hoi Ho" people about it. His description of the light which he says he saw on other nights was that it was low on the surface of the water : that he didn't know how it was carried, and not

Mr. Logan going in a launch to dine in

launch, says he left Yaumati at 7.15, that he passed the hulk and there was no light on her: and that returning from Stoneoutters he passed again at 8.15 and again saw no light.

A Sam, the lookout man on the "Hoi Hau" says that the coxswain told him to It should be noticed that this provision does look out for wrecks, that he none, and that they went on to The argument resolves itself into this: wreck which was not lighted. He returned on full speed. This view is supported by what -The Crown has no inherent right of the "Hoi Po," and being told to look out for happened to the "Hoi Hau": She was going from Magistrate's decisions, and wrecks and red lights did it, but didn't see can only have a case stated in virtue of the any: that they went slow, then quicker, and but that she could not be got off without damage. Magistrate's Ordinance: the Crown cannot take | so on to the top of the hulk: they were going one part of the Ordinance and not the other: half speed at the time. He had seen the red

getting on the top of the hulk.

Chan Woon, the managing partner of the Therefore this is a case of necessary implication | plaintiff firm says that having got across in the within the meaning of the Interpretation "Hoi Po" in search of the "Hoi Hau," having "Moore v. Smith" supports this view, though | knew the neighbourhood and was afraid the the other judgments are not so clear on the point, hulk was there, and the captain of the launch as there is a reference to a power given to the said he'd look out carefully. "We started: Attorney General in one of the sections of the then stopped : and, after the third or fourth stop, of contributory negligence. Judgment must statute, and it was because of that reference that | we struck the hulk." He was at the bows the other judges thought that costs could be and asserts positively that there was no light. I am inclined to think that even without s. 4 | reported to be on the hulk; he was on the (the section in which the Attorney-General is bridge, and knew whereabouts the hulk lay.

Kwok A Man, the Captain of the "Hoi Po, within s. 6 because of s. 4. There is nothing | had passed the wreck before at night, and had seen her lighted; but she was not lighted In default of plaintiff making this payment the " Phomas v. Prichard" is not too clear either. when he ran on to her. Starting on the way. I action to be dismissed.

So Tsop, a sailor on "Hoi Po," said on our way back to Hongkong, we started stopped, went "In R. v. Archbishop of Canterbury," there on and in a short time collided with the wreck. was a question of a writ of mendamus to the I was on look out at bows, and there was no

For the Defendant: Mr. Major, a licensed Hongkong pilot, said that the "stanfield" was the only wreck lighted:

Captain Parsons, in charge of the "Allacoa" another hulk of Defendent Company, moored about half mile S.S.W of the "Stanfield," says on coming on deck, at 7.45 and 8.30 he saw the light on the wreck. After 10, b.ing roused by blasts of whistles he came on deck, looked for the red light on the wreck and didn't see it. His lamp had been blow out by the wind, so that he did not look at the clock to see the time accurately. Prior to this evening he had seen the light regularly : he gave the occasions, and said it was his business to see that was there; he had instructions to keep an eye on it, and he would have reported it, if he had not seen it.

Mr. Wright, an employee of the defendant Con says that being on board a launch which left Yaumuti Ferry Wharf for Hongkong at 82', with his friend Sergeant Gordon, he pointed out to him the red light where the after the war of China with Japan, but as time hulk lay: he was well acquainted with her disposed of the superabundance then, so we shall position, and was quite sure it was the "Stan- have a disappearance of the plothers in due

had purchased; and had arranged through his specity on the special lines on which our o, I for its being lighted by a sampan man, It was 7 or 8 feet above the water on a role fluctuates, of course, but on the whole it exand was a first quality lamp.

witness as to his having been shown the red shaken by a wave of depression we can account light which the witness had told him was for. One cause of lower earnings was the the "Stanfield."

said he saw the light, going his rounds at of cargo for transport. You will ap-7, 8, 9 and 10, which was before the collision, preciate also further, the effect on reduced but didn't see it after the collision. He had earning and the greatly enhanced cost of coal not heard whistling previously.

Finally, Chang Hung, foreman of Messrs | increased outlay a very heavy sum indeed. A Wilks & lack who were engaged in salving set out in the statement of Accounts, and in the operations, went that night at 10 to see things | balance sheet, we have followed our invariable to it he saw a red light going quickly like by the large sum of £72,833, by appropriating a launch, and when he got up he saw a vessel from the Underwriting Account, and from in collision; and then there was no light Reserve Account, an amount which, however,

on the "Staufield." Nothing is so difficult as to give a finding on a £270, 00 and £6 10 0 respectively, and question of fact when the evidence is as con- propose to pay a Dividend of 25 per cent., which flicting as it is in this case, except perhaps will absorb £12,397, 5s, and to carry forward giving the reason for the finding. It is quite to new account £3.694 141. 31. The possible that the lamp may have been lighted | changes we indicated at our meeting twelvethat evening, it is also possible that the lamp mouths ago, which we contemplated in our was blown out (the wind was quite fresh enough | Articles of Association, were duly carried out. to blow out the lamp in Mr. Parson's cabin); We also divided our shares, which were £10 but whatever may have been the cause after each, into a Preferred Ordinary Share of £5. weighing all the evidence in as careful a way as and a Deferred Ordinary Share of £5, a possible I have come to the conclusion that the change which, we think, will be of advantage lamp was not alight at the time the "Hoi Po" to the Shareholders. The Directors have ran on to the wreck. This leaves the question of | considered that the time has come to consolidate contributory negligence to be decided. I have the indebtedness of the Company by the issue to assume for this purpose that there was a | of debentures. Our Capital is £495,890, and duty on the defendant to light: without giving | we have assets which represent £1,154,245. 'a decided opinion on the question I am inclined. We think it will regularise our financial to think there was in the circumstances. Any- position if we issue £345,000 in debentures, how I must assume it, and that there was bearing 5 per cent. interest, secured by specific negligence in not keeping it alight. Now the mortgages on certain steamers and by a law as to contributory negligence is this; the floating charge on the other Assets of plaintiff cannot recover, if with ordinary care, the Company. This will elimina's from our he could have avoided the consequences of the Balance Sheet the borrowed items at credit. defendant's negligence because his negligence I have pleasure in stating that it is our intention has contributed to the collision: but secondly, to propose to you the election of two new if the defendant in his turn could, with ordinary Directors. In the case of one of the gentlemen, care, have avoided—the cons-quences of the he is present, and you will be asked to confirm plaintiff's negligence, then the plaintiff can the invitation to a seat on the Board which we

recover. There are duties cast on both sides have given to Mr. Dickinson. The other the plaintiff, to avoid the cons quences of the gentleman is Mr. Walter Fisher, who has defendant's negligence; the defendant to save had great business experience in China. He the plaintiff from himself, if he is able. It is now resident in London, and his election will, obvious that these two duties do not arise am sure, be a source of strength to the Directors. I have now to propose : - " That the Report o simultaneously but consecutively. You cannot ray that the plaintiff was guilty of contributory | the Directors and the Accounts for the year, as negligence in running on to the unlighted hulk presented, be approved and passel." (Hear, in the way he did, but the defendant could have bear.) avoided the consequence of the plaintiff's negligence by lighting the hulk. This seems Pang Cheung, the coxswain in command of to involve a slight confusion between post and I think the Attorney-General has successfully | the "Hoi Hau," said that he came across from | promoter. Well now what is the evidered I any questions which may occur to you to put to established by "Exp. Woodball Seaman v. Hougkong once a week to coal at Mong Kok, have some difficulty in determining how much these are criminal proceedings, and that the accustomed to see the red light on the "Stanfield" in ordinary circumstances; though I have little questions I will put the resolution to the Full Court is sitting as a Criminal Court of that on the night in question he left for coaling | doubt that both Mr. Major and Captain Parsons Appeal; but as section 368 is drafted it does at 745. He was steering, and knowing that he stretched their imagination very far when they been visible on a clear windy night 3 to 500 yards according to the former, 200 yards according to the latter. I agree entirely with the Ausessor when he save that, with a good lookout and a strong wind blowing, they should have seen the break of the water at least a launch's length off but no more. It was a windy night

a good lookout. But assuming, as I do, everyclearly what happened. "We went slow, then quicker, and so on to the top of the hulk : we were going half speed at that time:" this is one version. "We started and stopped, started and stopped again, and after the fourth stop we struck Mr. Kynock, who accompanied Mr. Logan, the hulk: "this is another version. "We went slowly, and the sailors saying there was nothing we came upon ber." This is another; and they really all agree in this one fact that they were going at the time of the collision at a higher rate of speed than when they were merely He confirms the sheering off in order to avoid watching for the hulk. I think they had given up wa'ching for it; thinking they were past. What the rate was is shewn by the position of the "Hoi Po" on the bulk. Half sped is admitted; the evidence of what I may call

expert evidence shows that it was more nearly slow, and did not get on to the hulk so badly The plaintiff was going too fast at the time of the collision: the fact which makes this a negligent act is that he knew the wreck was there or thereabouts, and he was therefore bound to exercise all the greater vigilance in looking out and the greater caution in navigation. went shead, whether full or half speed does not

much matter, too soon, thinking himself clear of a wreck which he knew was there, and in doing so he committed an error of judgment which in my opinion, is sufficient to support the plea. therefore be for the defendant with costs.

A MINOR'S PLEA In the action Lee Lung v. Tan Man Hing, his Lordship found that plaintiff had falsely represented himself to be of full age when he obtained the money from defendant, and ordered that defendant deliver up the mortgage deeds on payment of a sum of \$10,000 by plaintiff.

A similar order was made in the case where the same plaintiff proceeded against Li Ki Man on a like suit. Full texts of judgments will be given later.

INBURANCE CASE. Judgment for defendant was enter d in the action Hip On Marine Insurance Company v Hang On Marine, Insurance Company, Ltd.

Full text of judgment will appear later. SPECIAL CASE.

His Lordship found for Lau Chung Wood Company.

THE INDO-CHINA NAVIGATION COMPANY LIMITED.

At the twenty-sixth ordinary general meeting held at 29, Cornbill, E.C., on June 29th, Mr. W. Keswick, M.P., Chairman, presided, and said :- Contlemen, if it be your pleasure, we will take the Report submitted to you as read. (Hear, hear.) I regret that the Report the Board presents you with on this occasion breaks series of favourable statements which it has been our good fortune to submit to you, and that, on this occasion, the earnings compare unfavourably with the figures we are accustomed to. The reason for this is a simple one, and is not due to any inherent defect in the character of the trade in which we are engaged. but to the not unnatural effect of the over supply of tonnage on the coast of Chine, arising from the groat number of steamers that the war between Russia and Japan attracted to the East being his rated, and added as a mostitors in the carrying trade, We witnessed the same result time, and already improvement has begun, He identified the lamp which he himself which, we trust, will bring us back to pro steamers are employed. The volume of trade pands, and with a first so fully adapted to Fergeaut Gordon co reborated the last requirements, confidence in the future is not eff-ct of the famine in the Yangteza Valley Yung Yau, the watchman on the "Allacos" Provinces, greatly curtailing the amount the consumption of a large Fleet making the the light on the wreck. Before he got up on our property, and have written values down | Engineers' by 8 goals to nil. still leaves these entries with a oredit balance of

> Mr. W. Paterson: I beg to second that. The Chairman: The resolution having been proposed, and seconded, I now invite you to ask deavouring to answer them. If there are no

Mr. J. R. Michael requested some further information respecting the earning of the steamers for the year, which was given by the The resolution was then put, and carried.

unanimously. The Chairman: The next resolution I have to propose is "That a dividend of 21 per cent, as recommended in the report, be, and and I assume, as the plain iff says, that there was is heroby, declared payable on the 26th inst. Mr. W. W. Dickinson: I beg to second that resolution.

The motion was carried unanimously. The Chairman proposed the re-slection as director of Mr. William Paterson. Mr. H. Bearley seconded; carried unanimously. The Chairman: I have already mentioned

that Mr. William Watson Dickinson has a seat on the Board at the present, time by invitation of the Directors. His appointment requires confirmation at this meeting, and I beg to propose: - "That the appointment of Mr. William. Watson Dickinson as a Member of the Board F. H. Calley gave evidence on behalf of the be hereby confirmed.

Mr. Walter Fisher as a new Member of the had operated towards the restriction of ship-Board. He has had long experience, as I have ments of English manufacturers to the countries already mentioned, in China, and in bim where they did business. If a traveller for an Director. I, therefore, propose :- That Mr. Walter Figher be elected as a Member of was upable to compete with Continental houses. the Board."

Mr. W. W. Dickinson see nded; unanimously agreed to.

Mr. W. C. R borts seconded. Carried. Mr. Burder: Before we part I should like to by any firm, English or foreign. for the work they have done in the past years. trade was obliged to be done through (Hear, hear.) We all know that the shipping Belgian houses in order to obtain the trade has not been very good, but I think there will be a recovery in the next 12 months. petition in South Brazil, all goods except fine There is one matter which I think was dealt

only for what they have done in the past year had to apply and specify almost every article. beyond what has been said, to the vote of thanks of the English export was that the firms who include the staff both at home and abroad? to 18 months were computing with English (Hear, hear.)

The Chirman: I thank you very much, gentle-

men, for your vote of thanks to the Board, The Board appreciates always the good feeling shown by the Shareholders, and it is an encouragement to them, if encouragement were needed, to do all in their power for the welfare of the Company they have charge of. I am very

AUSTRALIAN WINES

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our General Managers in China, devoted to the business of the Company; we have our officers on shore and our officers affeat, who are also men of ability and of immense devotion to their work. I am sure it will be a satisfaction to them as it is a matter of satisfaction to us, to know that their efforts on your behalf are appreciated. I thank you, gentleman. (Applause.)

HONGKONG WATER POLO SHIELD COMPETITION.

Two very interesting Water Polo matches were played yesterday afternoon.

The Royal Engineer's "A" team met the Middlesex "B" team, and after a one sided all safe: he went i a small sumpan, and saw custom to make full provision for depreciation game, the score was in favour of the Royal

> The Corinthian Yacht Club then met the Royal Hongkong Yacht Club and scored a win by 3 gaols to 2. The Royal Hongkong Yacht Club had a stronger team than their opponents, but they played a very poor game, and missed several easy gaols. There was however, a good deal of fouling on both sides.

The Middlesex "A" team have forfeited to the V. R. C. "A." team their match in the second round.

> FIXTURES. 3rd Round.

On Tuesday next R 'E. "B" team will play the V.R.C. "B" team. On Friday The Royal Hongkong Yach t Club play the Middlesex "A" team. On Friday 87th Co., R. G. A. play the Middlesex 'B" feam.

FUNNELS AND FLAGS.

STEAMERS FOR JAPAN.

For some time past the Nippon Yusen Kaisha Japan Mail Steamship Company) have been chartering extra steamers to supply their requirements for special cargo and outside ports. They have now decided to put on three extra cargo steamers of their own for this purposenamely, the Colombo Maru, the Coylon Maru, and the Bombay Maru —and until other steamers are added extra vessels will be chartered as required in order to maintain monthly sailings. These steamers will load from Middles rough. Antwerp and sometimes London for cutside places, such as Formosa, Manila, Nagasaki, Moji, Port " rthur, &c. when inducement offers.

SUEZ CANAL STATISTICS.

In a printed reply to Mr. Henniker Heaton, who asked for certain statistics relating to the Suez Canal, Sir E. Grey says:-The cost of construction of the Suez Canal up to December 31st, 1906, was £24,304,928 12s. 5d. The director of the Glasgow Chamber of Commerce capital account of shares and loans amounted to | and Manufacturers. Deferred rebates, he said, £18,769,817 8s.3d. The shares were: Actions restrained trade and were injurious to the de capital, 383,640 francs; Actions de jouissance, interests of the country. The Commission 16,360 france. The gross revenue in 1876 was adjourned .-- Tuesday night's London Cazette 31,174,694.35 francs; in 1886, 59,022,626.28 contains the announcement that a new Comfrance; in 1898, 82,222,855.26 france; and in 1906,111,989,122.98 francs. The n-t profit were | alia, that the powers and privileges conferred 2,002,913.51 francs, 28.35f,166.14 francs, 42,283,380.28 france, and 71,377,464.78 france | be exercised by any two or more of them if it is respectively. The net dividends for the same years were 26.05 francs, 70.69 francs, 92.50 United Kingdom, france, and 141.00 france. The present value of the action de capital is 4, 8; france, and of the action de jouissance 3,810 francs. The original price of the action de capital was 500 | the Syndicat du Commerce des Cotons au Havre,

EOYAL COMMISSION ON SHIPPING RINGS.

The Commission resumed its sittings Winchester house, St. James's square, on June 25th, Mr. Arthur Cohen, K.C., presiding. M. Sheffield Chamber of Commerce, and said that Mr. J. R. Michael seconded; unanimously the recent practice on the part of steamship owners of combining in rings with the system The Chairman: It is proposed to nominate of rebates offered in return for exclusive trading am sure we shall have a very excellent | English house sold iron for delivery at certain ports in the Mediterranean, he found that he There was a fixed rate from Antwerp to each port for iron. But if the iron were shipped from Antwerp by a Belgian manufacturer Mr. E. Sawer proposed that the auditors, he was allowed a rebate giving him an Meyers. Turquand Youngs & Co., be re-elected. advantage over the same iron if shipped by an English firm, and over English iron shipped propose a hearty vote of thanks to the Board consequence was that the whole of that rebate. During many years of open comand valuable goods were carried at the rate of with at the Special Meeting held last year, and | 15s, per ton. Since the union of shipowners that was the payment of interim dividends. I into a ring the rate had gradually risen from a hope that is a point the Directors may see fit to minimum of 30s. to 50s., with extra charges on fine and expensive goods. In England the Mr. F. awer: I have very great pleasure, companies in the rings made a great mystery of gentlemen, in seconding the proposal for a what their rates were, and if one wanted to cordini voto of thanks to our Directors, and not | know the freight for an assortment of goods one but in years gone by. I am certain also that The institution of the ring yetem had resulted the Shareholders are confident that the Board in lengthening the time of transit, because the will do all that they can in their interests in the shipowners fixed their time table on the basis future. Might I ask you to add, without going of the sowest line of boats. Another grievance -what has been done in years gone-by-to were retaining these deferred relates from six exporters as merchants and commis ion agents. The motion was then put, and very cordially. The great remedy would be the publication

of classification of goods and details as to ra'es. If that nemedy failed. chamber had to consider whether there should be legislation, and they had decided that they could not formulate anything that would have a satisfactory result. He was of opinion that deferred rebates should be made illegal. Mr: Robert Maclaren, senior partner in the firm of pleased indeed that the staff has been remem. Messrs. Robert Maclaren and Co, ironfounders bered. We have an admirable staff, we have and cast-iron pipe manfacturers, said he was a



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mission has been issued, which provider, interon a y five or more of the Commissioners shall deemed expedient to visit places outside the

COTTON FREIGHTS. A conference was arranged in Liverpool for July 24 by the Liverpool Cotton Association, and the Bremen Baumwollbörse. The object of the conference was to consider questions connected with the carriage of cotton form the United States to European ports, more particularly the practice of attaching a port bill of lading as collateral security to a bill of exchange drawn at a point in the interior.

It appears that the practice is increasing of shipping cotton from an interior point, financed by a bill of exchange dated at such point, with a bill of lading attached as a collateral purporting to be dated at the seaport whence the cotton is int-nded to be ocean borne. On the face of this document it is stated that the cotton mentioned therein has been "shipped or received for shipment." by a named ship, or ships, or line of steamers, and the impression is conveyed that the cotton has been delivered into the custody of the ships or line of steamers, whereas, at the time the bill of lading is issued, the goods are almost invariably still lying at the interior point, or are in the custody of the railway company to transport to

the seaport. At the time the goods are delivered to them, the railway comp ny issue a railway note to deliver them to the order of some individual or firm, usually the agents of the ship or line mentioned in the port bill of lading. The effect of this is that on the arrival of the goods at the seaport, and after having delivered them into the custody of the party named, the responsibility of the railway company ceases, and the agent, having control, can sell them and divert them to any destination that may suit him; in fact, the whole question as to what becomes of the goods is one of the personal individual responsibilty and honesty of the agent. A "port bill of lading," therefore, when issued at an interior point, is a misleading document, and affords no legal security that the goods mentioned therein shall be delivered at the named destination. The correctness of this view is b rne out by an enactment of the State Legislature of Louisiana which renders it a panishable offence to issue a bill of lading. or railway note, when goods are not in the possession of the ship or railway company. In the event of the goods not arriving at their intended destination, the consignee is stated to have no recourse either against the railway company, who have discharged their obligation by delivering them according to the instructions of the interior shipper, or against the ship of line, because they have never recrived them, and he can only attempt to recover from

(Continued on page 5.)

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racred for a fixed period will be continued until c untermanded.

NEW ADVERTISEMENTS

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HONG ONG VOLUNTEER CORPS.

66 TT is proposed to form an Infantry L Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTERR HEADQUARTERS, morning or afternoon!

A. J. THOMPSON, Captain, Staff Officer H.K.V.U. Hongkong, 27th July, 1907.

NOTICE,

WE beg to inform the Public that we are above Company on the 31st July 1907.

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Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 27th July, 1907.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE:

THE SETTLEMENTS this (JULY) will take place on TUESDAY next, the 3 th instant. E. J. MOSES.

Hon, Feoretary. Hongkong; 20th July, 1907 NOTICE.

ILLS for all Monies due by me should be presented to me on or before the 15th the Certificate No. N.S. 4,250, dated September, 1997 All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE. Hongkong, 15th July, 1907. OREGON PINE LUMBER

ODWELL & COMPANY, LIMITED have always in stock a supply of the as Null and Void. above in all sizes. Prices may be obtained on application. Gongkent. 26th July, 1907.

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PUBLIC COMPANIES

THE WEST POINT BUILDING COMPANY, LIMITED,

A N INTERIM DIVIDEND o A DOLLARS TWO per Share for the Six Months ending 30th June, 1907, will be Payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from TilURSDAY, the 18th instant to MONDAY, the 23th instant,

both days inclusive: By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY Co., LD., General Agents, for the WEST POINT BUILDING CO., LTD.

THE HONGKONG AND KOWLOON WHARF & GODOWN CO., LIMITED.

Hongkong, 12th July, 1907.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of 4 per cent (Two Dollars per share) for the six months ending 30th June 1907, will be paid on application to those persons who are registered as shareholders in the pany will be CLOSED from the 27th to the 31st

July, both days inclusive. EDWARD OSBORNE, Secretary.

Hongkong, 25th July, 1997. THE HONGKONG ICE COMPANY,

LIMITED. NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive. JARDINÉ, MATHESON & CO., LD

General Agents. Hongkong, 26th July, 1907.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th month | August, both days inclusive, . By Order of the Board of Directors,

> W. E. CLARKE. Secretary. Hongkong, 22nd July, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong 9th July, 1902 for Ten Shares of this Bauk numbered 14,823 to 14,832 inclusive registered in the name of CHENG Po CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No N.S. 4,250 will be there ifter treated by this Corporation By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager. Hongkong, 13th July, 1907.

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GOLDRING & BARLOW, Solicitors, it, "wen's Hoad Central. Hourkong, 22nd May, 1907.

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Raises.

SUEWAN, TOMES & CO., · Acrite. Hongkong, 27th April, 1967.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co.

Hongkong, 13th August 1906.

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AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO.

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All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo," Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Thusferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fag.

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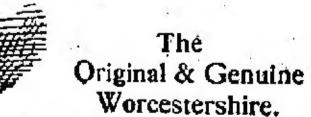
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FUNNELS AND FLAGS.

(Continued from page 3.)

or, as a last recourse, to follow them as stolen | 721 T.T. property. The whole position is then a very dangerous one, affecting as it does not only the buyer of the goods, but also the shipper, and the conference seeks to secure such continuity but no business has transpired. of responsibility as is afforded by a through bill of lading, by which the railway company are made responsible until they can show delivery of the goods to the ship, which then becomes liable for them.

THE P. AND O. MAIL CONTRACT.

Mr. J. E. Patterson, evidently well-informed wrote to the Pall Mall Gizette as follows:-

To except absolute accuracy in the average new contract to carry mails to India, China, and Australia. This is a part of our overseas postage that has been principally in the company's hands during the past sixty years or more. Thus if

Reflyeries.—China Sugars have been bookany firm of shipowners know best how to c rry ed in small lots at \$38 and \$39, but have singe

As to the new contract, which begains on the let of next February, and continues for seven | Charbonnages are unchanged and without busiyears from that date, for £35,000 less a year than formerly, the company will decrease the Docks, Whanves, Godowns, &c .- Hongoutward passage by thirty-six hours and the kong and Whampos Docks are firm a with homeward run by just a nautical day. This buyers at \$102. Hongkong and Kowloon increase in speed has been characterised by one | Wharves, after small sales at \$78, are easier with of the morning dailies as "very small." Another sellers at \$77. This Company has declared an compared the savings with what would be made interim dividend of \$2 per share payable on the on the Atlantic if the proposed "all red route" Blat instant. New Amoy Dooks are procurable should become a fact. Complaints have been at \$113, Shaughai Docks have improved to Tlamade that the P. and O. are not forced by the 763 with buyers, and Hongkong Wharves to terms of the subsidy to run twenty knot boats, Tle. 227. instead of their sixteen to seventeen-knotters. Eastern and southern routes are better suited regrest. China Providents are easier with for increased speed than the Atlantic is, sales and further sellers at \$8.90. Green where the increase during the past decade Island Coments are procurable at \$164 cam has been about six knots an hour. To new issue, and Electrics at \$147. Union answer these matters from the bottom up. Water Boats have sellers at \$12h after sales wards: It is the short passage that has the at \$124. Ices can be obtained at \$245 cum advantage over the longer one in scope for the interim dividend of \$4 per share payable acceleration, simply because every knot per hour on application on the 2nd prox.

put on over fifteen or sixteen means, proper- LANDS, HOTELS AND BUILDINGS.—Hong-What is more, the great increase in speed scross | continue on offer at \$:18. the same number of years. So far from a stocks are taken from Shanghai exchanges. decrease of from twenty-four to thirty-six hours being a small matter on such a long run; without holding any brief for the P. and O., it means a big increase both in the capital cost of vessels and in running them. It must also be remembered that all acceleration in speed means diminished earning powers, owing to the finer lines needed in the craft, and to the greater increase. If speed and frequency of service are purpose afloat, the increase in excess of what obvious that no shipowner will build vessels for Military March.—Elgar. such a service, unless he first obtains a certain NB.-Psalm 136, Verses 1, 2, 15, 26, 27 in fixity of tenure. He cannot be expected to run | unison | 137 Verses 1, 8, in unison. | 139 Verses | the risk of having such costly experiments thrown on his hands at the end of a short con-(ract, with no robab'e employment available for them. For this reason seven years is a short term for a mail contract, with such an acceleration of speed on a long passage. It is so short that any company new to that business would not be content without a much longer term. Besides, as to the comparison of speed on the Atlantic and on the eastern routes, in additi a to the physical, the commercial conditions are entirely different.

If the public wants artificially fast services, over and above what the usual trade considerations require, then the nation must be prepared to pay the marginal account. shipowner does not like such artificiality in his trade, because it means running his business on an artificial basis. It means the difference between garden and hot house growing, or that which exist between Fre : Trade and Protection. As an illustration of what high speed means, Sir William Lyne told the recent Colonial Conference, apropos of the "all red route" (which, by the by, is the only concrete outcome of the Conference), that an increase of three knots on fifteen per hour meant actually doubling the coal consumption. Experts in marine engineering and shipbuilding say that this statement is perfectly accurate, an I that it means a comparatively great cost in the craft themselves; the governing rule being that the coal consumption increases at the same rate as the cube of the speed.

With reference more directly to the "all red route," it could not alternate prope ly with the P. and O. service by the Fuez Canal. The two services would be mutually destructive. The distance by the former route is 13,767 miles. taking Melbourne as the port of destination, and 10,8 4 miles by the latter route. Thus between the two there is a difference of 29-3 miles in favour of the Suez route, or of 27.5 per cent, and no translipment of either passengers or cargo. An average mail speed of sixteen knots to Australia, which some writers have treated so contemptuously, in favour of an "all red route," represents a speed that has nev r yet been maintained by a mercantile craft in tropic I waters except across the Indian Ocean. and only then with a favouring monsoon breeze more or less at her heels. It must be borne in mind that to keep up such a rate of speed as is being asked for it would be necessary, on certain sections of the passage, considerably to exceed that speed; and that a ship giving such results would require, when built, to be capable of a speed of at least three knots faster than the average of her run. Assuming, however, that the P. and O. run a sixteen-knot service throughout, the time occupied between the Thames and Melbourne will be 28 days 19 hours; while to attain an equally quick transit on the all red route a speed of twenty knots would be required on the Atlantic and eighteen knots on the Pacific. This would involve a subsidy of probably double that which is required for the Suez route; and even those Australian Premiers who at the Conference, talked so well for the proposed way via Canada, could not promise more than a fifteen-knot service from Vancouver to Melbourne. and only then with a favouring monsoon breeze Melbourne.

JOINT STOCK SHARES:

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 26th July, 19:7:-Business has been very restricted during the past week, and rates with few except one are without improvement. Exchange on London the agent who has dishonestly diverted them, closes at 2/2 "T.T. and on Shaughai at

BANKS.-Hongkong and Shanghai have again been booked at \$635 old ex new, and more buyer of the goods, but also the shipper, and the shares are procurable. There is no change in buyer of the "exchange," for if the acceptor the new, issue which remains at \$5225 sellers. fails to meet the bill, the exchange buyer can then have recourse on the drawer, but, failing old ox new, but there is no change in other him, will have to suffer the less himself. The quotations, Nationals are still quoted at \$51.

MARINE INSURANCES. Unions have been booked at the improved rate of 775, at which the market closes firm. North Chinas, after further sales at Tls. 734, have been booked at Tls. 744 and Tls. 76, and are still in request. Cantons and China Traders continue to be enquired for at quotations, but Yangtszes have eased off, and are offering at \$18).

FIRE INSURANCES.—Hongkongs are still in

the market at \$320, and Chinese are quiet at \$38. newspaper report on mercantile marine affairs, especially in so technical a subject as steamship speed, would be equivalent to expecting to fetch dividend of 21 per cent.—is, per cent old share a given port with a compass that, unknown to received from London to-day, are now quoted the mariner, was hopelessly wrong in deviation. at \$393 for the 6 percent Cumulative Preferred Probably that is why some contemporaries have Ordinary, and \$284 for the Deferred Ordinary. recently published half-true or worse statements Star Ferries are quieter at \$25 and \$14 for the anent the Peninsular and Oriental Company's old and new issues respectively, with sellers of

ocean-borne mails to the east, it should be the hardened, and can now be placed at \$162. Luzons are unchanged with sellers at \$21. MINING. - Raubs have declined to SG sellers.

MISCELLANGOUS.—China Borneos have been It has also been put forward that the Far booked at 891 and \$9.35, and close in further

tionately, a much larger increase in the cost of kong Lauds have been booked at \$103 and \$102 propulsion, efficiency of engines and resistance cum dividend, and at \$98; ex divided, but close of reverberation. Whilst the Suez Canal re. firmer with probable buyers at \$100 ex the main a in its present condition and continues to interm divdend of \$35 per share paid yesterday. be the route to the Far East, it is next to Kowloon Lands have sellers at \$37, and Humimpossible to run even eighteen-knot boats, phreys Estates at \$103. Hougkong Hotels

the Western Ocean has been only its northern | Corron Mills - Hongkong Cottons have part. No steamer running through the tropics been sold at \$11, and there are further sellers has put on more than half that acceleration in at the rate. Our quotations for the northern

CHURCH SERVICES.

St. John's Cathedral Hongkong,-28th Jule Sunday, 9th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, Savage; Paulms, of the 25th morning; Te Deum, Lawes, Cooke and Hopkins; Benedictus, amount of coal that has to be carried to gain that Langdon; Hymns, 176, 236 and 219. Evensong (5.45 p.m.) (Full Choir.) Responses, Ferial required, whether for mail-carrying or any other | Psalms, of the 28th evening; Magnifica: Nunc Dimittis, Maunder in D; Anthem, "Hearken ordinary trade conditions warrant must be paid unto ma."-Sull van; mns, 184 and 477; Sevenfor by subsidy of some sort. And it is quite fold Amen; Voluntaries, To the Spring - irleg,

> 4, and G. P. in unison Sr. Andrew's, Kowloon.—(Robinson Road, near British School.) Sundays;—Holy Communion 1st Sunday in month at noon; 2nd and 4th Sundays at 8 n.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday:— Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All scats are free after the commencement of Service. Appropriated sittings are reserved up to that time only.

Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and St. JOHEPH'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English) at 10 a.m.

> To soothe the Skin smarting under the effects
> of a tropical sun



is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers. Brate by F. C. Calvert & Co. Manchester, Eng.

MAKES THE SKIN VELVET BEETHAN'S REDNESS, HEAT IRRITATION, TAN, and SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING 1/, 1/9, and 2/6 each. M. BEETHAM & SON, Cheltenham.

Splendid for Children.

if your youngsters cannot digget milk, try a little LEMCO, not by itself, but stirred into the milk. It often does good, as it gets over the digestion difficulty. LEMCO and Milk is good

for Mothers too. From 1 to 1 tenspoonful of

LEMCO to half a pint of warm

and the aged. Invaluable in hot climates.

MERRYWEATHERS' HOSE.

"Dub Sub" (double substance) Brand -Hand-weven Canvas, Oak Bark Tenned to prevent rot. Specially suitable for Cl mare of China.

The Best Hose is the Cheepost.

MERRYWEATHERS causion all Buyers against in Calions. See that the name as well as the brand is on every length.

Write for "Hints on Hose," Mr. 264i.

MERRY WEATHER & SONS.

63. Long Acro., W.C., London.

SAINTERARIAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anomia, Debility and Convalescence, to young women, children

DOSE : One wine-glass after the two principal meals. Each bottle of genuine vin Saint-Raphael bears, in addition to the registered trade-mark :

(4) The WARRANTY STAMP of the UNION DES FABRICANTS. (2) A METAL SEAL advertising CX ETBAS.

is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN SAINT-MAPHAEL, Valonce (Drome-France).

AGENTS: -CALDBECK, MACGREGOR & Co., Hongkovo

When buying Lime Juice Buy the Best.

"Montserrat Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink. Try a dash of "Montserrat" in your whisky and soda.

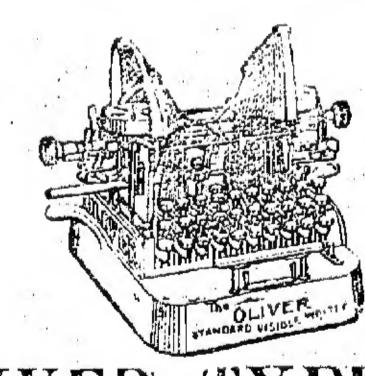
There are two kinds-

Unsweetened, i.e., Plain Lime Inice, Sweetened; i.e., Lime Juice Cordial.

Agents - A. S. WATSON & Co., Ltd., Hong-Kong.

is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.



VISIBILITY. SIMPLICITY. DURABILITY.

UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT, UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD.,

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

SHIPPING.

ARRIVALS.
ALCIDES, British ship, 2,492, J. Cummings 26th
July—from New York, Case Oil—Standard
Oil Co.
DAGNY, Norweging str. 583, O. Abrahamsen

DAGNY, Norwegiau str., 883, O. Abrahamsen, 26th July—I aloy 18th July, Beans—Aagnard, Thoresen & Co.

DAIJIN MARU, Japanese str., 1,576, K. Ohura, 26th July—Moji 21st July, Coal—Osaka

Shosen Knisha.

HAICHING, British str., 1.267, A. E. Hodgins,
26th July—Const Ports 25th July, General
—Douglas Lapraik & Co.

HANGSANG, British str., 26th July—Conton

HANGSANG, British str., 26th July-Canton.
KASHIMA MARU, Japanese str., 1,746, M. Ntsu,
25th July — Moji 18th July, Cosl —
Mitsui Bussan Kaisha.
Kuelchow, British str., 1,215, G. Hooker, 26th

July—Tientsin 17th and Chefoo 21st July, General—Butterfield & Swire. LYNDHURST, British 4-mosted barque, 2,500, Parnell, 25th July—Kobe 1st Julie, Ballast —Standard Oil Co.

MEEFOO, Chilose str., 26th July—Canton.
QUINTA, German str., 987, F. Frahm, 25th
July—Fingapore and Faigon 21st July,
Kerosine Oil—Siemssen & Co.
Taming, British str., 1,350, A. W. Outerbridge, 26th July-Manila 23rd July,

CLEARANCES
AT THE HARROUR MASTER'S OFFICE.

26th July.

C. Diederichsen. German str., for Haiphong.

Chihli, British str., for Haiphong.

Chunsang. British str., for Saigon.

Cequet, British str., for Maji.

Dagny, Norwegian str., for Canton.

Delta, British str., for Europe, &c.

Empire, British str., for Manifo.

General - Butterfield & Swire.

Ichang British str., for Manile.

Ichang British str., for Hongay.

Kueickew, British str., for Canton.

Persia, British str., for San Francisco.

Quinta, German str., for Amoy.

Rub, British str., for Manila.

Spir, Norwegian str., for Saigon.

Yado Maru, Japanese str., for Moji.

Amoy, German str., for Tourage,
Arcadia, British str., for Shanghai.
Frithjof, German str., for Swatow.
Haimun, British str., for Swatow.
Hinsang, British str., for Shanghai.
Shaohsing, British str., for Shanghai.
Sullbeeg, German str., for Haiphong.
Theodas, Dutch str., for Shanghai.
Yuensang, British str., for Manila.

SHIPPING REPORTS.

The British str. Kveichow reports: Variable wind to turnsbout thence N. E. winds and Tropical rains.

DEPARTURES.

The British str. Taming reports: Moderate to fresh S. W. wirds and heavy weatherly swell, cloudy weather with heavy rain 25th noon light S. W. airs and fine clear weather.

The British str. Haicking reports: Foochow to Amoy fresh N. E. wind, moderate sea and fine clear weather. Amoy to Swatow light variable winds and continous heavy rain. Swatow to Hongkorg—light S. S. W. wind, heavy swell and cloudy weather.

VESSELS IN DOCK.

July 26th.

ABFRIERN DOCKS.—
KOWLOON DOCKS — Tuiyuon. Vigilante,
Magallanes, Omphale, Loosok, Heinidat.
COBMOPOLITAN DOCKS.— Kutsang.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND

CALCUTTA.

"HE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 27th inst., at I P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkeng 15th July, 1907. 1108

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW; AMOY AND FOOCHOW.

FTHE Company's Steamship

"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 28th inst., at 10 A M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Horgkong, 25th July, 1907.

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

(With Liberty to Call at the Malabar Coast).

"VERONA,"
Captain Dobronz, will be despatched for the above Port on or about MONDAY, the 29th July, 1907.
For Freight, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 9th July, 1907

FOR DURBAN.

"HELIOPOLIS."

Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th August

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkon, 25th July 1507 1253

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in Chana and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hears to Calcutta. Sailings from Calcutta tor Cape Ports every fortnight For Freight and further particulars.

DODWELL & CO., LIMITED

Denoral Agents for China and Japan
Hongkong, 4th August, 1898.

VESSELS ADVERTISED AS LOADING

To as seriain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

BECTIONS.

DESTINATION	VESSEL'S NAMES	PLAG & RIG	BERTH	CAPTAIN	FOR PRHIGHT APPLY TO	TO BE DESPATCH
DON &C., VIA USUAL PORTS OF CALL	DELTA	Brit. str	_	C.E. Pariol R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
RSEILLES, LONDON & ANTWERP	NYANZA	Brit, str	_	H. S. Bradshaw	P. & O. S. N. Co.	About 21
ENHACEN &C., VIA PORTS OF CALL	Tonkin	Fren.str	h	Mouton	MESSAGERIES MADIETARE	About 31st inst.
ENHAGEN & ST. PETERBURG RE & HAMBURG VIA STRAITS, &c.	SCIRUDNIK	Dan. str		101 011 111 001	MILCHERS & CO.	On 6th Aug., at 1
RE & HAMBURG VIA STRAITS, &c	SAXONIA	Ger. str.	k, w.	Habel	LANDUNG-AMERIKA 1. TOTO	Middle of September On 20th August.
LES, GENOA, GIERALTAR SOUTHAMPTON &C.	ELAVONIA	Ger. str	k.w.	Wünnenberg	MAMBURG-AMERIKA LINIT	On 17th September
LIS, HAVRE & HAMBURG	PRINZ LUI WIG	Ger. str		C. Woltemas	MELCHERS & Co.	On 31st inst., at N
LES, PLYMOUTH, HAVRE & HAMBURG.	SCANEIA	Ger. str.	k. w.	von Döhren	DAMBURG-AMERIKA LININ	On 7th August.
BAN	HABSBURG	Ger. str	k, w.	Filler	HAMBURG-AMERIKA LIMIT	On 4th September.
YORK	THEORE DESIGN	Brit. str		Martin	GIBB. LIVINGSTON & CO	About 20th Augus
YORK	17 TZ	Am. str	- 20	McDougale	ARNHOLD, KARRERA & CA	About 15th Augus
YVORK	A trees we seem	Am, str.		Dobronz	CARLOWITZ & CO.	About 29th inst.
YORK	ATEUMA	Brit. str.	-	*** *** *** ***	OHUWAN, TOMER & CO	On 23rd August.
COUVER VIA SHANGHAL JAPAN, &a.	FMPRESS OF INDIA	Brit, str.	2 m.		DUDWELL & CO., LAD.	Un 7th September
COUVER VIA SHANGHAI JAPAN &	MONTEAGLE	Brit. str.	Im.	*** *** *** *** ***	VANADIAN PACIFIC R. Co.	On 1st Aug., at 4
URIA (B.C.) & TACOMA VIA JAPAN	TUKWAHI	Am. etr.	- ALS,	E. V. Roberts	CANADIAN PACIFIC R. Co	UD 14th Aug. at 1
AU AND IQUIQUE, VIA JAPAN PORTS &	GLENFARG	Jap. str.	;	L. V. HODDI'S	DODWELL & Co., LTD.	On 15th August.
TRALLAN PORTS VIA MANILA TIMOR &	EMPIRE	Brit, str	_	Helms	TOYO KISEN KAISHA	Middle of August.
TRALIAN PORTS VIA MANILA	CHINGTU	Brit, str.		W. B. Brown	GIBB, LIVINGSTON & CO BUTTERFIELD & SWIRE	Tc-day, at 10 A.M.
RALIAN PORTS VIA MANILA	PRINZ WALDEMAR.	Ger. str	-	W. von Senden	MELCHERS & Co.	On 3rd Ang., at 4
OHAMA AND ROBE	PRICE WALDEMAR.	Ger. str.		W. von Senden	MELCHERS & Co.	On 15th Aug., at 1
OHAMA AND KOBE	TAIYUAN	Erit. str		L. Dawson	BUTTERFIELD & SWIBE	To day, at 10 A.M.
OTAO NAGASAKT & ITADTYOUT	Tilliword	Dut. str.	****	Jurriaanse	JAVA-CHINA-JAPAN LIJN	On 31st inst., at 4
ATTO MACABARI & ILVIDIAORIOCK	ROWIOON	Ger. str.			HAMBURG-AMERIKA LININ	Quick despatch, On 2nd August,
SCHAT VODE & VOTOTIANA	LINAN	Brit. etc	_	Wilams	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
CATIAT CORPACIONATE	MARCEILUS	Ger, str.	E. W.	*** *** *** *** ***	HAMBURG-AMERIKA LINIE	To-day,
GHAT KODE & VOLOTIARA	HANGSANG	Brit. str. ,.	5 10 100	Spencer Wilde	JARDINE, MATHESON & CO. LD.	To-morrow, at Day
GIAL NAGASAKI, KOBE & YOKOHAMA	Wik	Ger. str.	,	140 107 000 10000 100	MAMBURG-AMERIKA LININ	To-morrow,
GHAL YOKOHAMA, KOBE & MOJI	P. R. LUITPOLD	Ger. str.	. —	H. Kirchner	MELCHERS & Co.	About 30th inst.
GHAI. NAGASAKI, MOJI, KOBE &c.	PATRIA	Brit, str	W. 1. 14.1	W. E. Sawer	JARDINE MATHESON & CO. T.N.	On 2nd Aug., at 3
GHAI VIA SWATOW, AMOY & FOOCHOW	PALMA SHOSHU MARU	Brit. str		G. W. Cockman, R.N.B	P. & O. S. N. Co.	About 2nd August
CIAMAT VOICOUANTA & TOOTH	POTRUDNIK	Jap. str		M. Memoro	UBAKA BHOSEN KAIRHA	On 6th Aug., at 10
GHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str	-,	*** *** *** ***	MELCHERS & Co.	Middle of August.
TOW, AMOY & FOOCHOW	HYIGHING "	Dan. str	3.1	*** *** *** ***	MINICHERS & CO.	End of August.
	JOSHIN MARU	Brit. str.	2 h,	A. E. Hodgins	DOUGLAS LAPRAIN & CO.	To-morrow, at 10 A
UI VIA SWATOW & AMOY	DATAIN MADE	Jap. str		H. S. Smith	OSAHA SHOSEN KAISHA	To morrow, at 10 A
OW. CHEFOO & TIENTSIN	KVEICHOW	Brit. str.		I. Sakurai	OBAKA SHOSEN KAISHA	Un 4th Aug., at 10
OW & SHANGHAI	Yосноw	Prit. str.	-	G. Hooker	BUTTERFIELD & SWIRE	On Blat inst., at 4
OW & SHANGHAI	KASHING	Brit, str.		J. H. Brown T. W. Pickard	BUTTERFIELD & SWIRE	On 1st Aug., at 4
HOW VIA SWATOW & AMOY	SEIKO MARU	Jan. str.		G. Nakao	BUTTERFIELD & SWIEE	On 1st Aug., at 4 r
OW & HAIHPONG	HUPEH	Brit, str.	-	A. Mathias	OSARA SHOSEN KAISHA BUTTERFIELD & SWIRE	On 31st inst., at 10
** ** ********************************	KUBI	Brit, str		R. Almond	SHEWAN, TOMES & Co.	On 31st inst, at L
LA	TAMING	Brit. str	-	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
14A 10 111 101 101 101 101 101 111 111 111	LOONGSANG	Brit. str		F. Wheeler	JARDINE, MATHEBON & Co., LD.	On 30th inst., at 4
LA	AAPIBO	Brit. str	-	A. Fraser	SHEWAN, TOMES & Co.	On 2nd Aug, at 4 : On 3rd Aug, at No
& ILUILU	KAIFONG	Brit. str.		Finlayson	BUTTERFIELD & SWIEE	On 3rd Aug., at 4 1
T & SANUALAN III III III III	BORNEO	Ger. str.		F. Sembill	MELCHEDS & Co.	On 30th inst, at 9
APORE, PENANG & CALCUTTA	GEEGURY APCAR	Brit, str.	_	S. H. Belson	DAVID BASSOON & CO., LTD	To-day, at 1 P.M.
APORE, PENANG & CALCUTTA	LIGHTNING	Brit, str.	<u> </u>	E. Fey	DAVID SASSON & Co., Lid	On 30th inst. at 1 P
PORTS CALCUTTA	KUTSANG	Brit. str.	·	Bradley	JARDINE, MATHESON & Co., Ld.	On 3rd Aug., at 3
PURIS	TJIKINI	Dut, str	_ :	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
				V A		A MANAGED !

EAST ASIATIC CO., LTD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN FAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION
STRAMES DATE OF SAILING.

HANCHAI, YCKCHAMA and "follow and the strames of the sailing."

KOBE "FOR RUDNIK" Middle of August "TRANQUEBAR" End of August COPENBAGEN and St. PETERS- "SOTRUDNIK" Middle of Sept.

For Further Particulars, apply tol. Hengkong, 27th July, 1907. MELCHERS & CO.,

INDO-CHINA STEAM NAVIGATION CO..

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION),

FOR

STHAMBERS

TO SAIL,

SUDDAY, 28th July, D'light

SHANGHAI, YOKOBAMA, KODE & MOJI"FOOKSANG

MANILA

MANILA

SINGAPORE, PENANG & CALCUTTA "KUTSANG"

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkoug to Singapore 1st Class, Single \$ 65.

Return \$100

Penang

Calcutis

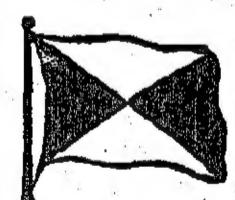
Results

These Steemers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., I TD, Bunglong, 27th July, 1907.

GENERAL MANAGERS. 18



HONGKONG-MANILA.

Highest Class, newest, fastest and most invarious Steamers between Hongkong and Manila. Saloon amidahips. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steambh ip	Tons.	CAPTAIN	POR	SAILING DATE.
RUBI	2540	B. W. Almond.	Manila	On 27th July, Noon,
ZAFIRO	2540	A Fraser	Manila	On 3rd Aug, Noon.

Hongkong, 26th July, 1907.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGER. SILESIA ...



HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 27th July, 1907

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C.. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

	Steamer		Tons.	Captain.	Sailing Date.
1.5	SHAWMUT		9,606	E. V. Roberts	On 15th August.
	TREMONT		9,606	T. W. Garlick	About 10th September.
1		2 (3) 21 - 22			

Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-terew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures itendings at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

Queen's Buildings.
H merone 27th July, 1907.

DODWELL & CO., LIMITED,
GENERAL AGENTS.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeword, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers
Returntickets issued at reduced rates available for two years. Throughtickets to be
had to New York via Naples and Hamburg.

OUTWARD.

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, FOR SHANGHAI, KOBE, YOKOHAMA. SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG HA BSBURG SCANDIA 1st August 7th August RHENANIA HABSBURG 1st September 4th September RHENANIA . HOHENSTAUFEN 4th October Jst October

FREIGHT SERVICE.

2nd November

MARCELLUS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 27th July WIK ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th July HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Aug. SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug. LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Aug. NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

SAXONIA

HAVRE & HAMBURG

HABSBURG

NAPLES, PLYMOUTH, HAVRE & HAMBURG

HAVRE & HAMBURG

Toth Sept.

17th Sept.

Special attent on of intending Passengers is drawn to the splendid accommodation of this Steamers. Falcon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON .. FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK Freight and Passengers. ... 2nd August

VESSELS ON THE BERTH

EASTERNAND AUSTRALIAN STEAM.
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at MANILA, TIMOR, PORT DARWIN,
and QUEENSLAND PORTS, and taking
through Cargo to Adelaide, New
Zealand, Tasmania, &c.

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above TO-DAY, the 27th July, at 10 a m.
This well-known Steamer is specially fitted for Passengers, and has a Refrigorating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 27th July, 1907. 1172

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON,
THEOUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

HE Steamship

"DELTA," Capt. C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 27th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's as:
"MACEDONIA," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 8th September, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 27th July, 1907.

Hongkong, 27th July, 1907. 1

FOR SINGAPORE, PENANG AND CALCUTTA.

FIHE Steamship

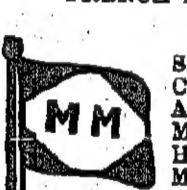
"LIGHTNING,"
Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 30th inst.; at 1 P.M.
For Freight or Passage, apply to

DAVID SASSOON & Co., LTD., Agents. Hongkong, 23rd July, 1907.

COMPAGNIE DES MESSAGERIES

MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA; COLOMBO, AUSTRALIA A D E N, E G Y P T, MARSEILLES, LONDON, HAVRE, BORDEAUX, M E D I T E R R A N E A N AND BLACK SEA PORTS

THE Steamship

"TONKIN"
Captain Mouton, will be despatched for MARSEILLES, on TUESDAY, the 6th August, at 1 P.M.
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S.S. "PALAZIE"

S.S. "PALAZIE"

S.S. "POLYNESIEN"

S.S. "TOURANE"

17th Sept.

S.S. "AUSTRALIEN"

1st Oct.

S.S. "NERA"

15th Oct.

29th Oct.

C. DE CHAMPEAUX,

Hongkong, 28th July, 1967 2

FOR NEW YORK,

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE,"

Captain McDougaie, will be despatched for the above Ports on or about THUDGLAY

Captain McDougaie, will be despatched for the above Ports on or about THURSDAY, the 15th August. For Freight or Passage, apply to ARNHOLD KARBERG & Co.,

Hongkong, 22nd July 1907. 1236

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K. MATSDA, Manager, York Building. 12, 27 th July, 1967. 10

Hongkong, 27 th July, 1907. 10

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(WITH LIBERTY TO CALL AT MALABAR

COAST).

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S.S. "GHAZEE" ... 14th Sept.
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Superintendent.

Hongkong, 27th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS		TO SAIL
CHINKIANG	"LINAN"	********	On 27th July, 4 P.M.
MANILA.	"TAMING"	*******	On 30th July, 4. P.M.
HOIHOW and HAIPHONS	"HUPEH"		On 31st July, Daylight
YOKOHAMA and KOBE	"TATYUAN"		On 31st July, 4 P.M.
SWATOW, CHEFOO and TIENTSIN	+ "KUEICHOW	,	On 31st July, 4 P.M.
SWATOW and SHANGHAI	T. AOCHOM.		On 1st Aug. 4 P.M.
SWATOW and SHANGHAI	† "KASHING"	*******	on 1st Aug., 4 P.M.
CEBU and ILOILO	* "KAIFONG"	******	On 3rd Aug., 4 P.M.
MANILA, ZAMBOANGA, PORT)		P	
DARWIN, THURSDAY ISLAND,			
COOKTOWN, CAIRNS, 5	• ‡ "CHINGTU"	117111	On 3rd August, 4 P.M.
TOWNSVILLE, BRISBANE,		, ,	_
SYDNEY and MELBOURNE			4

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualided burgeon is carried.

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FOR	STEAMERS	TO SAIL.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von Senden	Saturday 27th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Tuesday, 30th July, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDW [G" Capt. C. WOLTHMAS	Wed'day 3lst July, a Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOL" Capt. H. Kinchnes	D" About Tuesday 30th July.
MANILA, SAMARAI, NEW-	PRINZ WALDEMAR"	Thursday, 15th

NORDDEUTSCHER LLO7D, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th July, 1907

For further Particulars, apply to

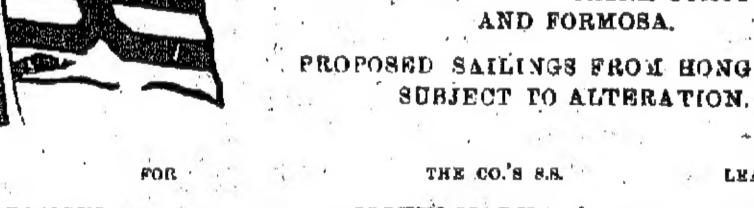
and MELBOURNE

OSAKA SHOSEN KAISHA.

Thursday, 15th

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG -



	FOR	THE CO.'S S.S.	LEAVIN 3	
	TAMSUL VIA SWATOW	("JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 28th July, at 10 A.M.	
	FOOCHOW TA SWATOW	"SEIKO MARU". Capt. G. NAKAO	WED'DAY, 31st July,	
	TAMSUI VIA SWATOW	Capt. I. SAKURAI	SUNDAY 4th Aug., at 10 A.M.	
,	BHANGHAI VIARWATOW, AMOY AND FOOCHOW	J"SHOSHU MARU"	TUESDAY, 6th Aug., at 10 A.M.	
	a minute Odania I	Commence of the Commence of th		

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Salcon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yaugtsze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

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	PROPOS	ED SA	LINGS.	(Subject to Alte	ration).		
R.M.S.			Tons .	LEAVE HONG	KONG A	REIVE V	ANCOUVE
"EMPRESS OF		6,000		THURSDAY,	1st Aug	19th	August
" MONTEAGLE'		6,163	95 ***	WEDNESDAY,	14th Aug.	7th	Sept.
"EMPRESS OF		6,000		THURBDAY,	29th Aug.	16th	Sept.
"TARTAR"				WEDNESDAY,	11th Sept.	5th	Oct.
"EMPRESS OF		6,000	,,		26th Sept.		Oct.
"ATHENIAN"	**** ********	3,882	99 881	WEDNESDAY,	9th Oct.	2nd	Nov.

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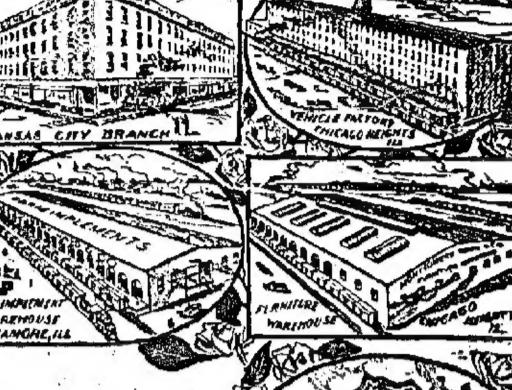
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-Saigon 17th July, General-Chinese, CARL DIEDERICHSEN, German str., 771, T. Petersen, 25th July-Haiphong 20th and Hoihow 23rd July, General-Jebsen & Co. CHIHLI, British str., 1,143, Warrack, 25th July

—Haiphong and Heihow 24th July, General—Butterfield & Swire.

CHOWFA, German str., 1,055, F. Spiesen, 23rd July-Bangkok 13th July, Rice & Wood -Butterfield & Swire. Chunsano, British str., 1,417, D. King, 19th

July-Hongay 17th July, Coal-Jardine, Matheson & Co. Coquer, British str., 2,865, T. Walker, 22nd

July - Kuchinotzu 16th July, Coals -Mitsui Bussan Kaisha. DELTA, British str., 4,78), C: L. Daniel, 25th

July—Shanghai 23rd July, Mails and General—P. & O. S. N. Co. DOTT, Norwegian str., 629, Jah Danneing, 17th July - Wakamatsu 11th July, Coal -Wallem & Co.

DEUFAE, Norwegian str., 1,102, Gay Bing, 21st July-Bangkok 12th July, General & Coal-Nippon Yusen Kaisha. EMPIRE, British str., 2,843, P. T. Helms, 22nd July -- Kobe 17th July, General -- Gibb,

Livingston & Co. EMPRESS OF INDIA, British str., 3,032, E. Beetham, 30th June - Vancouver 11th June, Flour and General-C.P.R. Co. GHAZEE, British str., 3,242, D. A. Cave, 24th July-Singapore 19th July, General-

Dodwell & Co. GREGORY AFCAR, British str., 2,961, E. H. Belson, 22nd July-Yokohama 9th July, General-David Sassoon & Co.

HANGSANG, British str., 1,356, S. Wilde, 21st July-Shanghai and Swatow 20th July, General - Jardine, Matheson & Co. HEIMDAL, Norwegian str., 762, Johnson, 17th July-Newchwang and Chefeo 9th July,

General-Arabold, Karberg & C. HELLAS, German str., 1,539, Metzenthien, 24th July - Wakamatsu 13th July, Coals-Siemssen & Co. HUPEH, British str., 1,204, A. Mathias, 17th

July-Hollow 16th July, General-Butterfield & Swire. ICHANG, British str., 1,200, Lloydfours, 20th July-Moji 14th July, Coal-Butterfield

& Swire. IRISH MONARCH, British str., Graham 1st July - Kutchinotz: 25th June, Coal-Mitaui Bussan Kaisha

JOSHIN MARU, Japanese str., 702, H. S. Smith, 24th July-Tamsui 21st July, General-Osaka Shosen Kaisha.

20th July-Moji 13th July, Coal-Order. KAWACHI MARU, Japanese str., 3.782, H Potersen, 24th July-Singapore 19th July, General-Nippon Yusen Kaisha

KIANG CHING, Chinese str., 2,000, Bressander, 22nd July-Chinkiang 17th July, General -Chinese.

KING GEORGE, British str., 2,057, James C. White, 21st July-Swatow 20th July Ballast-Standard Oil Co.

KIYO MABU, Japanese str., 1,062, S. Hirai, 16th July—Dairen 9th July, Beans, &c.—Arnhold, Karberg & Co. KUTSANG, British str., 3,110, Bradley, 17th

July-Singapore 11th July, General,-Indo-China S. N. Co. LARRIES, British str., 1,340, J. Jackson, 24th June-Saigon 20th June, Rice-Chinese.

LIGHTNING, British str., 2,122, E. Fey. 22nd July-Calcutta and Straits 6th July, General-David Sassoon & Co. LINAN, British str., 1,351, Williams, 24th July

-Swatow 23rd Jul, Hallast-Butterfield & Swire. LOOSOK, German str., 1,43, G. Schultzen, 21st July-Bangkok 12th July, Rice and Wood

-Butterfield & Swire LOYAL, German str. 1,237, F. Natzins, 25th July-Bangkok 15th July, Rice-Sander, Wieler & Co.,

MEEFOO, Chinese str., 1,338, C. V. Frigast, 22nd July-Sha ghai 17th July, General -Chinese. MINNESOTA, American steamer, 13,323, Chas.

Austin, 23rd July-Shanghai 20th July, General - Nippon Yusen Kaisha. MONMOUTHSHIRE, British str., 3,000, Warner, 24th July-Singapore 18th July, General -Shewan Tomes & Co.

MONTEAGLE, British str., 3,953, S. Robinson, R.N.R., 25th July-Vanconver, &c. 28th June, Mails and General -- C. P. R. Co. NERITE, Dutch str., 1,453, Carrwick, 14th July -Palemburg 7 h July, Kerosine-Arnhold, Karberg & Co.

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July-San Francisco 18th June, Mails and General—O. & O. Co. PRIAM, British str., 2,9 6, R A. Sillotson, 24th July-Liverpool via Singapore 18th July,

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1896. Supplementary Commercial, 1903

Russian:-S. Petersburg, 1881; Russiane Land Trade, 1881. Portugal, 1888; Commercial Treat, 1094. FINAL PROTOCOL made between China and

Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1896; Great Britain (Alliance) 1905; Russia (Peaco Treaty) 1905. .

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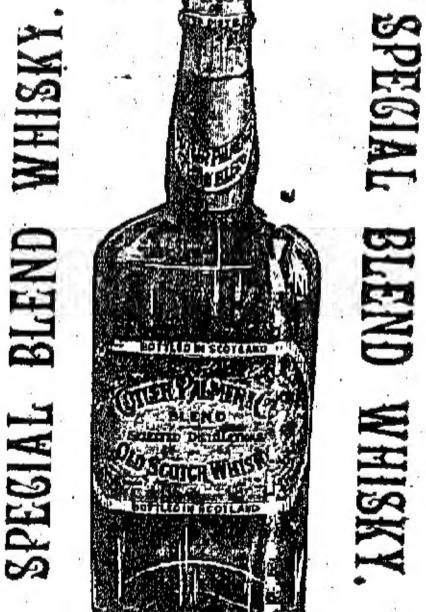
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HONGKONG.

ON SALE.

THE FIFTY YEARS Tibet Sikkim Convention, 1890; Burmah ANGLO-CHINESE CALENDAR 日歷英中年十五

1913, BRING FROM THE LAT YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF Tong CHI TO THE SOCH YEAR OF KWONG BUI.

PRICE \$2 CASH. On Sale at the Hongkong "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the Wor'd unrepresented by Agents on receipt of Mon Order. Hongkong, 3rd October, 1906.

1 77	POST OF	FICE NOTICE	G	,
The Empress of at 8 p.m., and may be	Harn, with the Americ Japan; with the Canadi expected here to-more	ian mail, left Shangh	ai on I hurad	ay, the 25th inst.,
The P. R. Lusty the 25th inst., at 5 p.	note, with the German m., and may be expecte	mail of the 2nd ins d here on or about 1	t., left Singa Monday, the i	pore on Thursday, 29th inst., at p.m.
	vor	PER		DATE
Cooktown, Cairns, Sydney, Hobart, Lau	Parwin, Thursday Isl'd, Townsville, Brisbane, moeston, New Zealand, Porth, and Fremantle	Empire	Satur.lay,	27th, 9.00 A.L.
Manila		Ruoi	Saturday, Baturday,	27th, 10.00 A.M. 27th, 10.00 A.M. 27th, 10.00 A.M.
Postage 10 cents	00 to 11.30 A.M. Extra		Saturday, Printed ples Registra	27th, Matter and San 10.00 A.M. stion 10.00 A.M.
time fixed for d Extra Postage I (Letters posted in	il on board up to the leparture of the mail cents.) all the Pillar Boxes	Deita	fee of 10,45 A	ation, with late 10 cents, up at .M.) tion, Kowloon
in time for the included in this Singapore, Penang and	first clearance will be contract mail.)		B.C No late	10 00 A.M. fee, 11.00a.m.
Macao	**************************************	Sur Tai Linen	Saturday, Saturday,	27th, 1.00 P.M. 27th, 1.15 P.M. 27th, 3.00 r.m
Shanghai, Magasaki, Ka Shanghai, Nagasaki, Ka Yakabana and Kabe	be and Yokohama	Monmouthshire Prinz Weldemar	Saturday, Saturday, Saturday,	27th, 3.00 p.m. 27th, 3.00 p.m. 27th, 4.00 p.m. 27th, 5.00 p.m.
Swatow, Amoy and Tam Swatow, Amoy and Foo Kudat and Sandakau Singapore, Penang and Manila	Calcutta	Joshin Maru Liaiching Borneo Lightning	Sunday, Sunday, Tues my, Tuesday,	28th, 9.00 A.M. 28th, 9.00 A.M. 30th, 8.00 A.M. 30th, Noon,
Hoihow and Haiphong Shanghai, Nagasaki, Ko		Margab	Wednesday,	30th, 5.00 P.M. 31st, 10.00 A.M
Postage 10 cents.)	Tuticoria	Print Ludicity	Ples Registration (Registration (No. of 1	on, with lat
in time for the fi	rst clearance will be utract mail.		10.15 A.B Rogistra	tion, Kowlon 10.00 A.M.
Yokohama and Kobe Swatow, chefoo and Ties	atsin	Taiyuan Kucishow	Wednesday, Wednesday,	31st, 3.00 p.m. 31st, 3.00 p.m. 31st, 3.00 p.m.
Swatow and Shanghai Swatow and Shanghai		Kashing Xochino	Thursday, Thursday, I hursday,	lst, 2.00 P.M. lst, 2.00 P.M. lst.
SHANGHAI, NAGASARI, VICTORIA and VANCO (Supplementary mail time fixed for them	UVER (B.C.)	Empress of India	Printed M ples Registrati (Registrati	on 2.00 P.M. ion, with late 0 cents, up to
	sents)		Registration B.O	ov, Kowloca
Sharghai, Yokobama Ko Singapore, Penang and C	be, and Moji		Friday.	2nd, 2.00 p.v. 3rd, 2.00 p.u.

SUN

PILSENER BEER

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TO BE HAD AT ALL THE HOTELS AND CLUBS.

SAMPLES ON APPLICATION.

Eole Agents-

Hongkong, 13th July, 1907.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

	COM HERCIAL.
	CLOSING QUOTATIONS.
	July 26th.
	OM LONDON
	Telegraphic Transfer
,	Bank Bills, on demand 2 25
	Dank Dille at 90 James wints 0 011
	Bank Bills, at 30 days' sight 2 211
-	Bank Bills, at 4 months' sight 2,215
	Credits, at 4 months' sight 2 31
	Documentary Bills 4 months' sight 2 34
	ON PARIS.—
	Bank Bills, on demand279
	Credits, at 4 months' sight284
	ON GERMANY
	on demand 227
•	ON NEW YORK,—
	Bank Bills, on demand
	Credits, at 60 days' sight55
,	ON BOMBAY,-
,	Telegraphic Transfer1651
	Bank, on demand
	ON CALCUTTA.
	Telegraphic Transfer 1651
	Bank, on demand
	ON SHANGHAL.
	Bank, at sight 724
	Private, 30 days' sight
	ON YOROHAMA.—On demand1081
	ON MANIL On demand-Pesos-1081
Ŷ.	ON SINGAPORE.—On demand 53 p c.pn
	ON BATAVIA On demand
	ON HAIPHONG. On demand 41 p.c. pu
	ON SAIGON.—On demand 4 p.c. pn
	ON BANGKOK.—On demand675
	Sovene one, Bank's Buying Rate\$9.00
	GOLD I EAF, 100 fine, per tael \$47.30
	The Syrvey non or
	BAR SILVER, per oz
	SUBSIDIARY COINS.
	per cent.
	Chinese . 20 cents pieces \$8.72 discoun
	Hongkong 20 9.55 8.15
	Hongkong 20, h , , , 8.15
	T 7312

OPIUM.

... \$249

Malwa New 3840 per pical.

Patua New ... sei ... \$817 per chest.

Malwa Old \$880

Malwa O der \$900

Persian fine quality ... \$620

Benaros New \$8121

Quotations are :-

Persian extra fice

Patna Old

Benares Old

Malwa V. Old

July 26th

VESSELS EXPECTED.

THE CANADIAN MAIL

The C.P.R. str. Empress of Japan arrived Shaughai at 10 a.m. on Thursday the 25th July, and left again at 8 p.m. same day for Hongkong where she is due to arrive at 9. s.m. to-morrow.

THE AMERICAN MAIL. The T.K.K. str. Hongkong Maru sailed from Shanghai, and is due here to-day at 6 s.m.

THE GERMAN MAIL. The I.G.M. str. P. R. Luitpold carrying the German Mails with dates from Berlin of the 2nd July left Singapore on the 25th July 5 p.m. and may be expected here on or about the 29th July p.m.

The I.G. M. str. Prinz Ludwig left Kobe via Nagasaki and Shanghai on Sunday the 2'st July, and may be expected here on or about Tuesday the 30th July.

THE INDIAN MAIL. The Indo-China str. Pooksang from Calcutta and the Straits left Singapore for Hongkong on her way to Shanghai and Japan ports, on 22nd July, afternoon. The Indo Chinastr. Laisang left Calcutta for

this port via the Straits on 18th July, and may

be expected here on or about 3rd August. MERCHANT STRANERS. The H.A.L. str. Marcellus left Singapore on 20th July at 3 p.m., and may be expected here to-day p.m.

The H.A.L. str. Wik left Singapore on 22nd July, and may be expected here 28th July a.m. The J.-C.-J. Lijn str. Tjikini left Moji via Amoy for this port on the 19th July, and may be expected here to-morrow,

The N.Y.K. str. Tosa Maru (American Line) left Shanghai for this port on the 25th July, and is expected here to-morrow. The N.Y.K. str. Hiroshima Maru (Bombay Line) left Singapore for this port on the 24th

July, and is expected here on the 30th July. The H.A.L. str. Habsburg left Singapore on 25th July at 6 a m., and may be expected here on 31st July s,m. The Danish str. Tranquebar left Port Said,

and may be expected here on or about the 17th August. The str. Indravelli left New York on 30th June, and is due here on or about 20th August.

PAt the QUUTATIONS.

JOINT STOCK SHARE. Hongkong, July 20th. COMPANT. Alhambra Pa. 200 \$120. Banks-\$685, x.n.i.sa.d sel. 15221, n. i. sol. (£15 p'd up) Hongkong & S'hai. Ln. 280.10 Ln. £60, n. i (£15, paid up) National B. of China Sell's Asbeston E. A., 12s. 6d. \$61, x.d. China-Borneo Co..... 194, buyers China Light & P. Co ... \$10 | \$64 buyers China Provident \$8.90, sales & sel. Cotton Mills-Ewo..... Tis. 644. ls. 50 Hongkong \$11. sales & sel. International (1s. 7. Tls. 52. Laou Kung Muw ... Tls. 100 Tls. 924. Soychee Tls. 500 Tls. 320, Dairy Farm \$15, buyers Docks and Wharyos-H. & K. Whati a C. \$17, sellera A. & W. Dock \$50 \$102, buyers New Amoy Dock ... \$64 \$114, sellers Shanghai Dock The LOO Tle. 761, buyers S'hai & H. Winstf., Tls. 100 l la. 227. Fenwick & Co., ties. \$25 \$171, sellers Green Island Cemen: \$10 | \$161, c.n.i., želler. Hongkong & C. Gas ... £10 \$175, buyers Hongkong Electric ... \$10 \$141, sollers Hongkong Hotel C. \$50 | \$118, sellers Hongkong Ice Co 225 2245. Hongkong Rope Co ... 110 | \$121, buyers BEUTADOOS --Canton 150 1270, buyers China Fire..... \$3. sellers China Traders \$25 Et O buyers Hongkong Fire..... \$520, sellers North China £5 Tis. 75, buyers Union \$100 | \$775, sales

Yangtezo. \$60 | \$180 sellers Land and Building-Hongkong Landiny \$100, x.d. sellors Humphrey's Estate \$1t 1, sellers Kowloon Land & B. 180 \$37, sellers Shanghai Land Tis. West Point Building 750 alining -Charbonnages Fcs. 250 \$48, huyers Raubs 15/10 7 18, setters feak Tramways \$101, x. new

ोर्ड (new) sel. Philippine Co. Refineries— China Sugar \$100 | \$100, bayers Luzon Sugar \$100 \$21, selier. Steamship Companies China and Manila... \$15. Douglas Steamship. \$41, buyers H., Canton & M. 115 | \$191, sellers Indo-China S.N. Co. 9 \$394 Pr.fd. 25 x.d \$281 Defd. Shell Transport Co. £1 46/6, sales & buy, Star Ferry \$10 \$25, sollers Do. New.... \$5 **314**. South China M. Post. \$25 | \$22.

Steam Laundry Co... Stores & Dispensaries Campbell, M. & Co. \$20, sellers Powell & Co., Wm \$10 | \$8, tellers Watkins Wateon & Co. A. S \$10 \$11, buyers United Ashestos \$104, buyers Po. Founders Union Waterboat Co. VERNON & SMYTH.

HONGKONG TIDE TABLE. From July 27th to 2nd August, 1907. HIGH WATER,

LOW WATER, 9 40 a 3 1

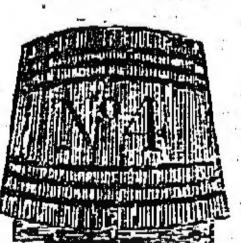
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 26th. Previous Day On Date at Harometer 29.70Temperature ... Humidity Wind Direction Force ... Weather

Highest open air Temperature on 25th.....87 Lowest open air Temperature on 25th.....75 MESSES. FALCONER & CO.'S REGISTER

July 26th. Barometer 9 A.M., 29.75 | Therm. (Wetbuilb) 9 A.M.79 Parometer 1 P.M. 29.72 | Therm. (Wetbulb) 1 P.M.80 Barometer 4 r.m..29.70 Therm. (Wetbulb) 4 r.m.80 Thermom. 9 a.m. 83 | Therm. Maximum86 Thermom 1 P.M. 86 Therm. Minimum over Thermom. 4 P.M. 85 night..... 80

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This Vat was started by the late Robert Thorne of Greenock and has been Sold as No. 4 since 1831.

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Sole Agents in Hongkong, China & Manila A. S. WATSON & Co., LD.

AVERAGE MARKET PRICES.

July 22nd, 1907. The Prices are given in Dollar Cents.

BUTCHER MEAT. 內角國 Met Lung Pa Yuk—Beef, sirle in Ham Ngau Yok—Corned Beef , 20 MA Ngau Lam—Breast of Beef...... May Ngau Yok Pa-Beef Steak..... 图内中 Ngau Yok Ch'ong—Sausages.... Ngau No-Bullock's Brains per set 10 Ngau Lek-Beef Steak, Sirlein ,, 30 Ngau Lo-Bullock's Tongue, fresh 和中國 Ham Ngau Le-, corned , 55

Ngau Tau-Bullock's Head ... , 80 Ngau Sam- , Heart ... lb. 12 内中 Ngau Sam— "Heart … 用中國 Hàm Ngau Kin—Beef Hump, Ngau Kök—Bullock's Feet ... each 7

RA Ngau Iu—Bullock's Kidney 10 R4 Ngau Mei-Bullock's Tail 17 MA Ngau Kon - Bullock's Liver ... 1b. 12 ## Ngau To-Bullook's Tripe, undressed ..

跨原任中 Ngau Tsai T'au Kok-Calves, hend and Feet.....set 1.00 骨牌学 Yong Pai Kwat-Mutton Chop 1b. 24 Youg Pe-Leg of Mutton..... 21 Youg Shau-Mutton Shoulder .. 20 Hat Yong T'au-Sheeps' Head per set 60 Yong Sam-Sheeps' Heart ... lb. Yong Iu-Sheeps Kidneys ... Yong Kon-Sheeps' Liver ... 1b. 24 BR Chu Kök-Pigs' Feet Chi Nd—Pig Brainspor set Cho Teap-Pigs' Fry lb 12 Thu T'au-Pig's Heads..... Chu Iu-Pigs' Kidneypair 10 保持 Chu P'ái Kwat—Pork Chop ... , 21 the Chu Sam-Pig's Heart each ### Chu Kon-Pig's Liver 1b. 28 仔猪 Chu Tsai—Sucking Pigs (to 抽牛生 Shang Ngau Yau-Beef Suct 油学生 Shang Yong Yau—Mutton Suet

Ngau Tsai-Veal

BB4 Ngau LapChong—BeefSausges., BE + Ngau Lap Ch'ong - Veal POULTRY. ## Kai Tsal-Chicken Sin Kai-Capons Pan Kan-Doves each 15 西水域者 Sang Sheng Shou Ap—Wild Duck, — Ap-Ducks..... 1b. 24 Kai Tan-Hen's Eggs doz. 22 國南部 Hoi Nám Kai—Fowls, Hainan... ,, 30 Ngoa-Geese 20 TABLE Shong Hoi Ya Ngoa-Geese, Wild ...

Shanghai pair __ Pak Kop—Pigeons | Canton each 26 Hollow 22 20 Om Ch'nn—Quail ## To Tsai—Hare Shan Kai-Pheasant Cha Ku-Partridge each -在未 Woa Fa Tsük→Rice Birds ... doz -So Ts'oi-Snipe..... each -國本 Shöü Ap—Teal 公園人 Foa Kai Kung—Turkeys, Cock ib. 60 My Foa Kai Mo-Turkeys, Hen ..., 45 Ma Kai Yū—Barbel 9

Am Pin Yu-Bream 14 ■水流 Tam Shou Yu—Canton Fresh-Man Yu-Coddah..... 15 Tit To Shi—Dog Rose Tit To Sha Dog Fish 9 Hoi Sin-Eels, Conger , 15 Tim Shui Sin-Eols, Fresh

water 15 Wong San-Eels, Yellow 28 ### Shak Pan-Garoupa , 55 AMA Pak Kap Yu-Gudgeon Tso Pak Yu-Herrings ,, 20 Halibut 28 Lung Hà-Lobsters Me Mong Yu-Monk Fish 1b. 28 國星 Sing Hó—Oysters A 公路 Kai Kung Yu—Parrot Fish... , Tau Lo-Perch TR Hau Tes Yu-Pike..... 数数在 Fa Po Tun—Plaice Pak Ch'ong-Pomfret, White ... 28 All Hak Ch'ong- , Black ... , Ming Hä-P awns 沙图语 Pi Pa Sa—Ray 公约 | Sik Kau Kung -Rock Fish ... , 15 Ch'un Yu-Roar b ... Sa Yu-Shark □友民 Ma Yau Yu-Salmon, Canton , 28 A & Shang Yu-Salmon, Fresh Water Ha—Shrimps

ne Po Yu-Skate Man Yu-Tench 18 A口在 Tso Ilau Yu-Turbot 24 Mi Kök Yü-Turtles, small, freshwater 70 自由 Pak Bit Ya-White Bait FRUITS.

西平山金 Kam Shan Ping Ko-Apples, 数子游天 Tin T'sun Pin Ko-Apples, C'foo ... -震激 Hoi Tong—Apples, small, Chefoo ,, — Fan Chi-Apples, Custard, Macoa each -森平本日 Yat Pun Ping Ko-Apples, Japaneselb. —

福香城會 Shang Sheg Heung Taiu— Bananas, fragrant, Canton 預費山 Shang Heung Tsiu—Bananas brides, Macao Ma Yeung T'ó-Carambola 聚風 Fung Nut—Chestnuts, Chinese ,, — 子稿 Ye Tsz- Cocoanuteeach 10 子提蔔 P'6 Tai Tsz-Grapes... 1st ql. lb. --Ning Mong-Lemons, Chinese " 医神山金 Kam Shang Lingmon—Lemon, ql. 林喜 La Chi—Lichees, Fresh......1st ql. 10

.....8rd .. --にはる。Lai Chi Kon—Lichees, Small lb. 6 Ning Mong—Limes, Saigon...... 5 世末名 LuiSung Mong—Mango, Manila 10 世南安 On Nan Mong—Mango, Saigen "— 子竹川 Shan Chuk Tsz-Mangosteone. per 100lst 及四种 Yong Sai Kwä—Water Molon, American....per 1b. 6 RM Sai Kwa-Water Melone China lb, 3 成香 Hong Kwä - Musk Melon American.....each 24 Passion Fruit, American... each 千竹山 Mangoesteen, Papaw 1st..... lb 20

福台 Pak Lam-Olives AP Ch'ang-Oranges, Am., Sweet , 12 位洲湖 Chiu Chau Chang—Oranges Swatow 配門通 O Mun Ch'ang—Oranges, Macao ,, — 精神 Chu Sa Kat— " Small "— 精神 Tim Kat— " Mandarin "— 生花 Fa Shang—Peanuts — 東京社 Shai Stt Li-Pears, American ,, -Sin Tei-Pears, Cooking, Canton,

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

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8.8. "HONAM," 2,363 tons, Captain H. D. Jones. S.S. "POWAN," 2,338 tons, Captain W. A. Valentine. S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd. S.S. "KINSHAN," 1,995 tons, Captain B. Branch. S.S. "HEUNGSHAN," 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 m (Saturday excepted). Departures from Canton to Hongkong daily at 8 s.m. and 5 p.m. (Sunday excepte : The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday. 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5 30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

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S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison, Departures from Hongkong to Macao on week days at 8 am. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On Sundays Special Chear Excursions leaving Hongkong at 9 A.M. from Douglas Wharf & from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at I p.m. from the Company's Wharf.

CANTON-MACAO LINE.

8.8, "LUNGSHAN," 219 tons, Captain T. Hamlin. Departures from Macao to Carton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

BERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

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At Tal Tsru-Plantains 柏极 Luk Yau-Pumelo, Amoy ...each -精體調整 ChimLoLukYau—Pumelo, Siam , 14 国教企劃 San Hop T'd-Walnuts, Fresh lb 12 Ma Hop To-Walnuts, Green..... Shanghai Lo Kwat lb. VEGETABLES, &c.

竹治 Y 独上 Shanghai Ya Chi Chuk-Artichekse, Shanghai AMA Loong Soo Te'oi-Asparagus., doz. -Chuk Sun-Bamboo Shoots ... lb. -Nga Tsdi-Beans, Sprout 4 At Tan Kok ... Long..... Min Tau-Broad , _ Pin Tau- , French, Shai , 10

直通門漢 O Moon Bin Tau-Beans, Afta Hung Tau Ta'o i-Beetroot ... each 2 Kau Sun-Cane Shobundle 3
Ta'ing Ke-Brinjals, Gareen... lb. 4 東自 Pak Te'oi—Brassica Chuk Shun—Bamboo Shoots 本非 Kai Ts'oi—Cabbage, Chinese 桑芥樹上 Shai Kai Ta'oi- , Shanghai each 10 Kam Sun-Carrots lb. 6 在本館 Yo Ta'oi Fi-Cauliflower..... each -

花來傳大 Ta Ye Tsoi Fā— Large Size .. — 花葉部中 Chung Ye Ts'oi Fi Cauliflower. Med. Size 公声 Can Ta'oi-Celery, China lb.-本户种 Young Can Ts'oi-Celery, Eng. " — 曾经就 Kon Lat Chiu—Chilies, Dried 如如帝 Ts'ing Lat Tsiu—Chilies, Green , 8 数在紅 Hung Fis Tsiu-Chilies, Red... Ta'ing Kwa—Cucumbers

科材画加 Ka Li Ts'oi Liu—Curry Stuff, English A Ch'ung Tau-Garlie Lo Kenng-Ginger, old 8 Tez Kenng-Ginger, young ..., 10 力相 Kan Lik—Horse Radish, S'hai 25 来题 Suk Mai-Sweet Corn,......piece 4 # Yeung Shang Ts'oi-Lettuce... 1

Mush Melon.... 茜草生 Shang Tao Ku-Mushrooms, 新鸡 Mo Ke-Ochra 頭蓋 Young Ts'ung Tsu—Onions, B'bay, 6 A Shang Ts'ung-Onions, Green ... 4

間a本日 Yat Pun Ts'ung Tan-Onions, Japanese Bab & Shanghai Ta'ung Tau-Onions, Shanghai

高略 Mo ka—Okroes 桑克泽 Yeung Yuen Si-Parsley, Eng. bundle ... per its 日間別配 Foothow Shu Teai-Potatoes, Foochowlb. 仔萄海上 Shanghai Shu Tsai-Potatoe, Shanghai lb. 3 行型本日 Yat Pun Shu Tsai-Potatoes, 任務門旗 O Mun Shu Tssi-Potatoes, Macao

仔萄放花 Fa Ke Shu Tsai-Potatoes, American Fan Shu-Potatoes, Sweet..... R& Tung Kwa-Pumpkin..... 2日號 Chu Tsai Ts'oi-Pursline 3 O hat Hung Lo Pak Tsai-Radish ... " 來極 Ye Ts'oi-Cabbage Root,each -Mik Kon Ts'ung Tau-Shalots..... lb. 8 Yin Ts'oi - Spinach 版字 Ft Tau--Taros..... 五章 Fan Ke—Tomatoes..... Lo l'ak-Spinnch Chinese..... 為哲 Tau kok...... 獨版 Lir Ngau-Lily Root......

動趣律 Young Lo Pak-Turnips, Eng. Ka Tsit Kwa-Vegetable Marrow, ... ME Ma Tai - Water Chestnuts, Common 野馬林樹 Kwei Lam Ma Tai-Water .. -ME Chestnuts, Mandarin 8 AAM Sai Yueng Ts'oi-Water Cresses, 8 Sage per bundle

The prices necessarily vary from day to day and the Sanitary Board has no power to compel etallbolders to sell at the prices quoted.

G. A. WOODCOCK, Sceretary, Sanitary Board.

C. W. BRETT

Inspector of Markets.

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PRICES MODERATE.

00., 26, DES VOUI ROAD CENTRAL. Hongkong, 18th January, 1907,

STEAMERS PASSED THE CANAL. June 14th - Ville de la Ciotat, 21st -Kintuck. 25th-Idomeneus, Sambia, Puritan, Schar fels. July 5th - Oceanien, Palma, Indrani, Teucer, Chikugo Maru, Vorwaerts. 10th - Bengloe, Breiz Huel, Glenturret, Indramayo, Sotrudnik, 13th - Iyo Maru, (delayed thro' mutilation), Glenearn. 17th-Indrawadi, Glamorganshire, Amatomi Maru, Tamboo. 20:h-Australien, Glenlogan, Stavonia. Telemachus, Triesk, Avs Maru, Shimosa. 24th-Devanha, P. E. Friedrich, Hydra.

ARRIVAL AT HOME. July 23rd-Benmehr, Kamakura Maru, Montrose, Malacca.

with a very real love of society, and a strong desire to be in their company goes often with very little social gift. A great many people are energies upon new material. If they are at their worst with those they do not know. Some are shy, some, perhaps, have not the world than philanthropic work in a country great to preak new ground, while upon others the effect of the presence of a stranger is to locsen some habitual cord of self-control and render them addenly aggressive. The shyness which merely means a fear of strangers is a simple kind of shyness, and as a rule causes little suffering. It is nothing but the remeant of a childish timidity which a me men and women never entirely grow out of. It makes them uncomfortable for the mement, but it leaves no recollection of folly to sting them in the future, for who really cares what impression he has made upon strangers as soon as the strangers are gone, though he may care acutely at the time? Many people, who are seriously handicarped all through life by a shyness which never attacks them except in the presence of those with whom they are well acquainted, enjoy among total strangers a refreshing immunity. This is specially the case with these who are oppressed by a sense that they cannot do themselves justice in company, and who are, so to speak, self-conscious of considerable ability. Alternate fi's of conceit and humility destroy their peace in life, and only among friends who know all about them, or strangers who know nothing, are they at their ease. Timidity among strangers, on the other herd, has nothing to do with a man's opinion of himself. It is almost as much apart from character as the possession or the want of a strong head for heights. For the micment the timid person is incapacitated for all social work, but no sooner is he back in familiar atmosphere than his fright is forgotten. heart is very commonly experienced by those who find themselves obliged by circumstances,

But quite apart from shyness, a sinking of or a hostess, to be agreeable for an hour or so to some one they never saw before. It mesns a considerable effort, and for social effort even these who love society are not always prepared. The game of conversation, like so many other games, has been brought to too great a pitch of perfection in certain circles, and to play with reme one not accustomed to the rigour of the game, or accustomed perhaps to observe the bylaws of another club, is bardly worth while But putting all offectations aside, one must give one's whole attention and be constantly on the elect if one is to make acquaintence to any purpose, and if one regards social life simply in the light of recreation, that, again, may seem to be not worth doing. Consequently there are delightful talkers who never take the trouble to talk at all, except to those they know, or, stany rate, know about. The wider their indeed by all the serious affairs of life, but who the balance irrecoverable of £48 represents the new only a few inches, new a hundred feet or in strange company becomes a tyrant. This extra cost of fixing the new casting. spirit of mischief insists that they should make The pecuniary loss in this case was small guard rail, and the path was barely wide a bad impression. Their hearts may be ever but the conduct of the firm would appear to enough for a mule. Having safely negotiated so kind, but they must pose as brutes; they may have offered proper matter for a prosecution this, we travelled, with comparative ease, ke ever so tolerant in reality, but they must act for fraud, and your Committee, on the across fertile plains to the town of Kalgan, by the part of an opinionated partisan. The odd evidence before them, do not understand why the Great Wall of China, and on the confines thing is that this particular type of demon some attempt was not made to bring these of the great Gob: Desert. slmost invariably filicts delightful people, persons o trial. It is stated that the firm From Kalgan to Kiakhta (on the Siberian which is why the man with many devoted strenuously denied the existence of any defect frontier) is about 800 miles, and I now rode friends has often more strange enemies. There in the firs' casting, but when after some in a camel cart. This porti n of the Gobican is a third type of person whom strangers render months the ship was opened up and the cast- scarcely be called a desert, for there are only platitudinous. They will never believe that these with whom they are unacquainted are not necessarily very simple, but are often able to understand conversation not confined either to the weather or the copybook. Old fashioned men and we men commonly address those they if the firm held this opinion it was unneces- of loose drifting sand, interspersed with two consider beneath them in this strain, and, having sary to do the work secretly on Sunday—and rocky ridges about 300 feet high (so steep and suited their sentiments to the imagined simplicity of their hearers, succeed in convincing duty. themselves that education has been a failure, and that the working classes are mentally just where they were before primary instruction was compulsory. No less an authority upon the poor than Miss Loane assures her readers in her last book ("The Next Street but One") that poor people often feign ignorance and stupidity out of politeness to those interlocutors who expect it of them, and we are sure that many upper class strangers half unconsciously men. do the same. It is certain, however, that if a large number

of persons are depressed by the presence of strengers, there are many opposite natures to whom strangers serve as a tonic, and on whom, physically, mentally and morally, the presence of these whom they do not know has a very good effect. For some common place but very good women social pleasure is only them good. They feel immediately an increase of energy both of mind and body, and they have a genuine pleasure in the sight of other falk's find a rest in the consideration of the abstract. Among their friends they cannot forget their the event." troubles, and it is only among strangers that they feel light hearted. Again, there are some third-rate natures of both sexes whom only the presence of a stranger can cause to forget themselves. Their families long to keep one permanently with them. He or she may not be very interesting, but any unknown person will act as a spur. They are immediately less ailing, less dull-minded and less. selfish. They need an audience, and an audience that does not know them, before whom they can imagine themselves what, after all, poor things, they would like to be. The fine rentiments they express ar really theirs, only the effort to act up to them is too great. They are really capable of an interest in outside things, but they must be led to them by a strange guide. It is no', however, by any means only inferior minds who find an unfailing tonic in the com-

pany of strangers. Very often lovers of strangers are among the most genial of men and the best and most constant of friends. There are plenty of adventurous spirits who intensely to which they are unaccustomed, and to whom intercours with any fresh acquaintance is fraught with delightful possibilities They are always hoping to pick up, something of value, porhaps an amusing story, perhaps a piece of desirable knowledge. possiby even a friend. " Old friends, new acquaintances," is their motto. They constantly seek fresh experiences among new people, gladly losing sight of those they have never known well, and eagerly exploring new ground. This love of strange faces often leads excellent w men whose social horizon is small into the by-paths of philanthropy, and we bare heard it given as one of the attractions which cause so many young men to enter the medical profesion in the hope of becoming "consultants." There are benevolent people with a sppears probable that this ammunition was sold creatures who have not the capacity or the at the ranges, and steps have now been taken Peking I entered the Russian Empire at the pationce to make friends with those to whom to safeguard the ammunition issued for practice, frontier town of Kiakhts.

An instinctive dislike of strangers cen exist or their patients should pass out of their lives be tested by a case in the courts, and that if a sometimes detained me for days in some filthy as soon as they have done what they can for conviction is secured steps should be taken, by post-house surrounded, like an island, by a them, and they are ever ready to expend their advertisement or otherwise, to warn all persons women, they had rather do anything in the village, but they will work themselves to death among the seething mass of the town poor. It they are doctors, nothing short of dire necessity would take them to a country practice, but in a

seem never to be exactly old or exactly young. estimated as the time for its accomplishment. They are typical of no class, and, as a rule, | From Peking to the Great Wall of China somewhat oblivious of those social distinctions a journeyed for five days in a mule-litter, a mode nice interest in which tends always to produce of conveyance rendered compulsory by the ignorance of human nature. The cant of the hopeless nature of the road. No one ever modern comfortable, who curse an existence they attempts to negotiate the latter on wheels, for make every effort to preserve, fills them with it is a mere track, in places honeycombed with amezement and consternation. For them the boles, deep ruts, and quagmires, alternating charm of every new day is its familiarity. They with stretches of soft, yielding sand, in others are the real men and woman of the world, for submerged to a depth of several inches by whom times goes too quickly and whose only irrigated rice and millet fields. As I anticipated, querrel with life is its inevitable end - the first serious stumbling-block encountered by Speciator.

NAVAL SCANDALS.

CONTRACTORS IMPERIL SAFETY OF A

BATTLESHIP. Severe comments on the manner in which a firm of contractors carried out a portion of both these are minor difficulties compared their work on the hattleship Edward VII. with the obstacle which (about forty miles appear in the First Report of the Committee from Peking) bars the way to Mongolia, viz., on Public Accounts on the Navy Appropriation J count 1906. The Committee accuse the firm of "a gross and deliberate piece of deception" in regard to the rudder casting sup being occasionally pelted with stones and rub

plied to the vessel. months after this r: dder casting was received village in this part of China is generally about and built into the ship the Admiralty were in- the size of Birmingham-and the streets of formed by a dismissed employee of the firm is | Nankow were densely crowded. The Pass is question-the Ayrebire Foundry Company- | about thirteen miles in length, and the road is that on a certain Sunday the management simply the bed of a dried-up stream, rendered collected some of the hands, and by means of almost impassable by huge rocks and boulders. electric welding concealed a large fault in the In autumn heavy rains convert this natural. easting. An examination of the man's story thoroughfare into a mighty cataract, often showed prima facie evidence that such a defect destructive to life and property. Precipitous did exist, and the Admiralty decided that the crags overhang the defile, and falling rocks have carting must be replaced. The firm denied that | so obstructed the road that I was compelled to there was anything wrong, but offered to walk and lead the front mule while the litter reputation for charm, the deeper the disappoint- replace the casting by a new one. I his offer rolled about like a ship in a storm. A stiff climb ment they constantly cause. But the man who | was accepted, but the second easting was full of | and descent of about five hours brought me to a is silent with strangers is not half so trying to fi ws and defects, and a third proved no better. "plateau," where I travelled over hard and his bests as the man whom they rouse to a The Admiralty then decided that the cating level ground to another ravine where the kind of aggression. Some men are ressessed should be made in the dockyard, and the cost of a demon who is exercised by friendship, and charged to the contractors. This was done, and Here we crept carefully along for some hours,

> ing removed the defect spoken of by the about 50 miles of deep saud midway across informer was discovered. Again, it seems (it was over the axle of my camel cart) and that for some purpose, when the work will the rest of the way is seldom devoid of not be subject to atrain, electric welding is a vegetation, from rich pasture to withered good and proper remedy in case of flaws, but sorub. Fourteen days of grassy plain, four days when the Admiralty inspectors were not on rough that we could scarcely get the carts over),

> Committee, "and the rumours of this par- Gobi is famous (but which will herdly improve ticular transaction brought such firancial less motor tyres), such is a brief description of my to the Ayrshire Foundry Company that it camel cart journey across the desert to Urgs. shortly became bankrupt. Your Committee | Crossing the sandy portion we encountered kope that it will not again be their duty to one of the violent sandstorms, which are dreaded investigate a case where a British firm for by the Mongols, for they occasionally destroy any commercial advantage will callously hazard an entire caravan. For three hours we lay the lives of hundreds of their fellow country. helpless before the fury of the tempest, and

dure" in connection with the contracts for journey we passed only four "Yurtas," or H.M.S. Invincible Inflexible, and Indomitable, Mongol tents, while the wells were about twenty for which (without Treasury sanction) no com- to thirty miles apart, and their water generally petitive tenders were invited. The admiralty ex- brackish. The natives both here and at Urga plained that they particularly desired to keep the | were friendly and even hospitable, and there was designs of this class of vessel secret as long as no lack of food in the shape of antelope and possible, and therefore only invited three firms wild fowl. of proved merit to tender. Moreover, they comto be had among strangers. They go in pared the tenders with their own estimates, and easy for the cars - if we except the rocky search of them when they feel tired just finding them "practically identical," they ridges afore-mentioned (which are unavoidable, as others go in search of ezone. Their accepted them. On this the Committee state and the crossing of which occupied nearly idea of happiness is to be in some place of public | that they "give due weight to the importance a day), and a region of enormeus moleextertainment and look around upon the faces of of keeping the design of those vessels as secret bills two to three feet high, where my camel a prosperous crowd. The sight really does as possible; but they desire to point out that cart was continually overturned. It took me an when any such departure from the usual practice entire day to get clear of these which, like the is proposed the senction of the Treatury should rocky ridges, cover such a large extent of at once be sought. It the arguments urg d in country that they cannot be circumvented. gaiety. For them intimacy means too often a favour of the proceeding are not good enough At a distance, Urga creates a pleasing be of little value when offered as excuses after temples, and gaudy prayer flags. It is a city

stewards (who have since retired on pension) in mostly pilgrims who travel here from far one of the Naval depots, is also referred to. "This Thibet to do homage at the shrine of the case," says the report, "accidentally brought to | Kootookta, a living God of the Buddhist perly made the subject of severe disciplinary standing its gay exterior, for, even on the measures, upon which your Committee offer no brightest day, a depressing stillness reigns, criticism, but they recommend that by the dis- broken only by the melancholy chant of be taken to impress upon all employees of the sand prayer-wheels. Death and a future Admiralty, as well as upon contractors, the ille- state are the chief topic of conversation in When called upon to explain, the contractor of the ever-changing population. Three moun stated that "he thought it was the custom," and tain ranges must be crossed between this and ments, the Committee state, appear to be true. tion. The "disciplinary measures" referred to are mentioned by the Comptroller General in his

Admiralty list. and comment upon it as follows:-

"A general dealer at Portsmouth was discovered to have in his stook 39,500 cartridges

they are drawn by pity and not by common | Your Committee would suggest that the legality ; interests. They had rather that their protegés of selling Government stores in this way should rains, and floods were my bugbear, for they from engaging in such traffic."

FROM PEKING TO PARIS.

BY HARRY DE WINDT. I once made the overland journey from Peking to Paris by the aid of camels, horses, and mules. town consulting-room they never pass an hour Leaving the Chinese capital on June 28th, I reached Paris on the 27th of October, travelling For a few elect souls in all classes strangers by the same route, and at the same season, as the seem hardly to exist. They are instantly at "Automobile Expedition," now on the way from home with all whom they may come across. China to France. Over ordinary roads, the They seem more at ease in whatever surroundings | motors should accomplish this journey of 5,000 than the ordinary man and woman, and odd miles far more rapidly than I did, but these scmetimes one is tempted to wonder whether intricate machines were scarcely designed for this is really their first life on earth, or whether | work in the wilds and may not therefore boat stored somewhere in their minds beyond the my humble record of 122 days. In any case I power of the memory to bring to light doubt whether they will cover the distance in there exists a heard of social experience. They " from three to four weeks" which has been

the "chauffours" has been the Cha-Ho bridgewhich consists of huge granite blocks piled up anyhow out of the river, where our mules continually fell headlong on the slippery uneven rooks. The cars must have fared badly here, for even my light, pliable mule-litters were almost dashed to pieces. A similar bridge is encountered a short distance from this one; but the formidable Nankow Pass. Before reaching this I traversed the city of Nankow, and my reception was anything but cordial, the litter bish, for no apparent reason. It took me over " It appears," says the report, "that twelve two hours to get clear of the place, for even a track is roughly hewn out of the solid rock; so above a feaming terrent, for there was n

and five days of gravelly soil thickly covered "The loss of Admiralty orders," add the with the sharp transparent publies for which

after it, were almost buried beneath gigantic Attention is also called to "an unusual proce- sand-drifts. During this twenty-three days"

This desert journey will probably be fairly

mulusl confidence of care. Their minds never to influence the Treasury at the time, they can impression with its green hills, blue and gold of tents, with a fluctuating population of The case of secret commission paid to four from fifteen to twenty thousand inhabitantslight grave irregularities which were very pro- faith. But Urga is a dismal place, notwithplay of notices or other means more care shall priests, and the eternal creaking of a thougality and danger of accepting or offering any this weird city, and the fact that the dead are kind of commission." The stewards received never buried, but thrown pêle-mêle one a piece from the contractor 5 per cent, on all the clothing of waste ground adjoining the princ ipal square examined, the payments amounting to £ 66. does not conduce either to the gaint y or health the men pleaded "that they were doing what Kiakhta, also two broad and rapid rivers: the their predecessors had done. Both these state- Kharra and Irul. The mountains were so steep that bullocks were substituted for camels, and I The Admiralty by an alteration in the wording only crossed them with great difficulty. Indeed, of the contract have made it clear that the con- the second range was about the stiffest bit of tractor must avoid such practices in future, and mountain work I have ever done-and infinitely enjoy a voyage into any kind of society the question of more clearly warning all em- worse than the Nankow Pass. In this region ployees against the acceptance of commissions I suffered severely from mosquitoes and santwill be brought before the Board for considera- flies, which, combined with hard physical labour (for I frequently had to turn to and help to pull the carts over the worst places) rendered this report issued last February. They include the the most trying and unpleasant portion of the stoppage of the men's p usions for a year and desert journey. The Kharra River, was the removal of the contractor's name from the fordable, but the crossing of the Irul, much swollen by heary rains, nearly resulted in the [Another matter which also called forth the loss of one of my carts. This river is nearly a criticism of the Comptroller-General was the mile broad, and runs like a mill-race, and if the unauthorised sale of Government ammunition by rotten, insecure ferry was quable to sustain the private persons. The Committee tell the story, weight of a lightly-built camel cart, how will it behave under a metal-laden motor! But precautions have perhaps been taken to ensure the safe transit of these across the Irul--one of for use with the Morris tube, and of this amount | the most serious obstacles of the entire journey. 22,400 were marked Government property. It From here to Kirkhtal traversed a level, flit, sandy region which presented no special sincere desire to be of use to their fellow- to him in small lots by men who had pilfered it difficulties, and on the 22ad day out from

While crossing Siberia I encountered heavy waste of waters. Let the reader picture an Unglish ploughed field after a week's steady downpour, and he will form some idea of the Great Siberian fost Road in wel weather, of which there is plenty there in summer time. I frequently had to drive through miles of water, well above the axles of the Tarantass, which occasionally plunged even deeper into holes and inequalities from which it was only extricated with difficulty. But this trouble I mey now be avoided if, as I imagine, the motor men are permitted to utilise the Trans. Siberian Railway. In any circumstances, however, this may well be called a supendous undertaking. and the enterprise, pluck, and endurance of these who accomplish the fest should certainly entitle them to rank among the foremost explorers of the day.

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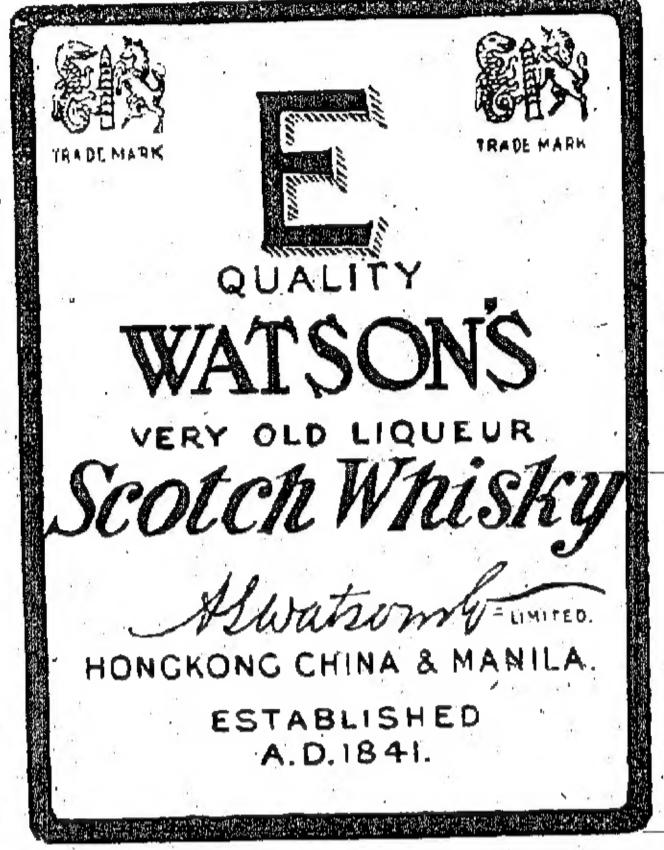
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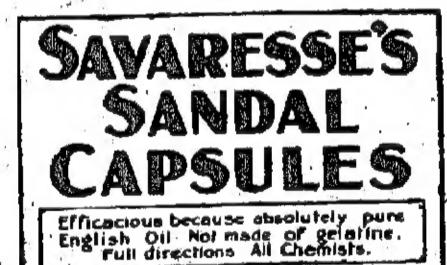
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COMMERCIAL RELATIONS WITH JAPANESE.

Mr. R. D. Robison, writing from Les Myces, Cap d'Antibes, A./M., on June 10th expressed. much interest in the account given of the visit of Mr. E. F. Crowe-the British commercial attaché at Yokohama-to Manchester, and of the interview he then had with some of the members of the Manchester Chamber of Commoree. He wrote to a contemporary :- 1; as un old Yokohuma merchant, think Mr. Crowe delivery over four or five menths. The first Dalny), Antung and Korea, Vladivostock, The Capital & Counties Bank, Limsted. delivery was late. The other instalments were tinn-Tientsin, with the winter port of thinpunctual, however, and the Japanese consigned wangtac. insisted upon the cancelling of the whole order. Since the cessation of the Russa-Japanese That was not what British merchants were war, these various routes are competing with accustomed to in the Eastern trade, and it was each other, and Newchwang will no more such arbitrary actions on the pa t of the Japa- represent the whole trade of Manchuria. Thonese which caused much impleasantness, in some result will be a distinct decline in the trade Fixed Deposits at the following rates:-cases to such an extent that trade with the figures of this port for some time to come, country had been abandoned." Now the case until Newchwang has found its level. When here stated seems so nearly to coincide with one | this point has been reached, any future exthat came under my own experience, that I am pansion of trade will then be in proportion

for a class of goods that are only suitable for the other view, I think in the month of December, I and all this was fully explained to the Manchessaw no difficulty about making the contract, for terms were accepted by one Japanese dealer, he soon felt that he was not to profit by it. He remarking at the time that July would be fully late, but he hoped to get a good part of his for military transport, while crops overflowed contract gords in May and June shipment, indeed our Manchester friends in writing about the matter had expressed the hope to get a good part of the goods off in April, As a result, however, nothing was shipped in April, nothing in May, and of the 50 bales June, and the rest, the bulk of the contract, in July. irtually 38 b les out of 50 were thus to be left on his hands to be held over a year. This he declared was not a proper execution of his contract, and though he did not repudiate it as a whole, I think he was entitled to some allowance, and we had to make the best terms we-could.--It seems to me, therefore, unjust that this case should be brought forward as an instance of the arbitrary actions of the Japanese.

A VETERAN IMPERIALIST.

COLONIAL INSTITUTE MEETING. The Royal Colonial Institute was founded in Ses, so that few original members can remain on the books. In 1869, however, Sir F. Young was elected. Two years later he became a member of the committee, three years after that date be was elected honorary secretary, and he retained the position for twelve years, afterwards be oming a vice president. No wonder then that his ninetieth birthday wis celebrated at the annual sazio e which was held on June 25th at the Natural History Museum, Kensing-There was a very large attendance; which included, among some two thousand guests, the Dake of Marlborough, Lord Brassey, Lord Strathcona, Lord Kelvis, Lady Loch, Sir G. Alacrity, despatch-boat, 1700 tons, 10 guns, Taubman-Goldie, Admiral Sir N. Bowden Smith, Sir G. Clarke, Sir Bevan Edward, ir Green, Sir H. Jerningham, Sir G. M ckenzie, Sir W. Nelson, Sir Montagn Commanner, Sir W. Percival, Dr. Parkin, the Hon. C. H. Rason, Mir Ayub Khan of Las Pela, Sir Rudolph Satir, Sir John Durnford, Sir F. Word, Sir David and Lady Gill, Mr. Buxton, M.P. the Bishops of Sierra Leone and Trinidad, Mr. Duncan, M.P., Sir George and Lady G bb, Lady Nelson Sir William and Lady Arbuckle, the Hon, Jonkins, and Mr. O'Halloran (secretary).

The guest of the evening was presented with an illuminated address on behalf of the Insitude, and with it was a handsome cheque. He has for many years taken a prominent part in promoting the perm nent union of the Mother Country and the Colonies, and has written on man occasions or the subject.

The Duke of Marlborou h in making the presentation, the address having been read by · Sir T. Lovel', read a telegram from the Earl of Figin, Se retary for the Colonies, expressing regret that business in Parliament prevented him from being present. He then rendered tribute to the services rendered to the Institute by bir F. Young to the millinching efforts he had made for it, and to his unswerving loyalfy to the Empire. He declared further that it was of great importance, both to the Colonies and the Mother Country, that they should know all about one another, and that such institutions would further that end. Sir F. Young, who was received with cheers, stated that long years ago he was imbued with the idea of love of the Colonies. He had dene his best to put that thought into the minds of his fellow countrymen, and he believed that some of his enthusiasm had been absorbed by them. Miss Ada Crossley then sang Mr. Francis Bohr's new song, "The Motherland is calling," which was received with great enthusiasm.

THE WOOING OF CHINA.

ADROIT I LAN ATTRIBUTED TO GERMANY. The New York "Tribune" of June 22nd gave prominence to a statement to the effect that the German Emperor is contemplating the restoration of Kiao-Chau to China.

embassy to Peking to convey to the Chinese Emperor the official intimation of his generous decision.

The "Tribune" adds that that projected retrocession is, of course, a move by Germany against Japanese influence in the Far East, and particularly in China. Germany has a 99 years' lease of Kino-Chau,

the le se giving her "all sovereign rights" over the whole shore of the bay, including the right of erecting buildings for its protection. The pretext for seizing Kiao-Chau was that some c mpensation was required for the murder of German missionaries, but, in annexing it, Germany was really following the example of I ussia in appropria ing Port Arthur. The bay was used as a harbour of refuge by one or two of the Russian ships that were badly injused in the sortie from Port Arthur.

NEWCHWANG AND MANCHURIAN TRADE.

END OF ITS MONOPOLY. In surveying the trade of Newchwang it. must be borne in mind, says the British Acting Consul, Mr. Tebbitt, that the port is not a Fiscal Agents of the United States in China, consumer but morely a distributing centre. The town itself has scarcely 61,000 inhabitants, but it derives its importance from the fact that for CAPITAL PAID UP Gold \$3,250,000, many years it was the only outlet of the vast should be congratulated on the good services be regions of Manchuria. That its trade volume is rendering those interested in the Japan trade, should expand is only natural in view of the by these visits to the sources of production, so expansion of the trade of the whole of the that on his ruturn to Yokohama he may know | Chinese Empire, and would need to comment, the views of both eides, the produc rain Europa | But the last six eventful years have wrought and the c neumers in Japan. But I am sp cially great changes in these three provinces, and as led to address you with reference to a case quoted a result Newchwang is no longer the only door by one of the gentlemen interviewing Mr. Crown of Manchuria. Now trade passes to and fro -"a case where a firm accepted a large order for through six openings; Newchwang, Tairen

led to give my statement as the consignee in with the expansion of that of the whole of Manchuris. The time taken for Newchwang My firm had been established rather over to reach that point and to recover from it forty years in Japan we are Englishman and will form an index with which to measure were dealing with an English firm in Manches its prospects and future possibilities. Until ter, and the contract in question was made on such time is reached, a decline in local trade behalf of, certainly, one of the most respectable, figures should not I ad to pessimistic views of if not the most respectable, Japanese dealer the situation, but to a philosophic recognition of that we had known from the commencement of the fact that Newchwang does no longer, and our business in Japan, a man who had been will no more, have a monopoly of ha dling the invaliably straigt-forward and honest with us whole Manchurian trade. Although peace had for over 20 years. The contractin quest on was been concluded between Russis and Japan in 1905, the trade of Newchwang in 1906 was summer and autumn retail trade in Japan. They | materially afficied by the aft-r-effects of the had therefore, to be in our dealer's bands in time war, such as the military occupation of Manfor him to dye them, and prepare them for the churia by both armies during the whole of the autumn trade and we sent the orders early with period nader review. As a consequence, quasibellig-rent conditions prevailed, and the traders had to submit to military dictates. A retiring ter contractors at the time by letter. They semy disorganises trade as effectively as an advancing one, and the harassed native, who I think May June July shipment, and the heaved a sigh of relief on the signature of peace, saw his carts or horses or junks commandered

Trade in 1906 further suffered from another cause, also an effect of the war-over-speculation. The great demand for commodities created by the huge contending armies in Manchuria brought large profits to the native pocket, and ordered only 12 bales were shipped by end of the Chinaman, a born gambler, speculated on a longer continuation of the war than actually took place, on a sustained demand for military supplies, and further on the necessity of replenishing the exhausted stocks in the interior. Thus by the beginning of 1906 every godown was full of imports waiting for up-country demands. This demand never come, and the Newchwang merchant soon realised that the reduction of the armies meant a reduction in the demand for commodities; that the railways in Japanese hands were too much occupied with military demands to transport his goods, and, finally, that the area between the retiring armies was the happy hunting-ground of the Hunghutzo-those lawless bands that prey on com-

in the granuries.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Pondre Charmante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

HI3 BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

3000 h.p., Comdr. E. La T. Latham,

Bedford, British cruiser, Capt. S. E. Erskine, R N. Japan Britomart, ganboat, 710 tons, 100 hp., Lieut.

W. L. Bamber, Hongkong Cadinus, British sloop, 1070 tone, Comdr. B L. Majeudie, Weibsiwei Clio, British sloop, 1070 tons, Comdr. C. D. S. Raiker, thanghai

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 570) h.p., Lieut-Comdr. Gresson, 2nd class cruiser, 4360 tons, 10 guns 70 00 i.h.p., Capt. Dalton, Hongkong

Handy, torpedo-bosh destroyer 26 tons, 6 guns, 40 9 h.p., Lieut. Comdr. W. H. Darwall, Japan Hart, torpedo boat destroyer, 260 tons, 6 guns, 4, 00 h.p., Lieut. Comdr. G. C. Dickens,

Janus, forprée-hent dest oyer, 280 tous, 6 gans, 3900 hp., Lt.-Comdr. C. A. Freemantle, Hongkong

Kent, armoured, 98 00, tons, 14 guns, 22000 h.p., Captain S. V. Y do Horsey, Japan King Alfred, British cruiser, Flag ship of Vice Admiral Sir A. W. Moore, 14000 tons, Capt. Cecil F. Thu aday, Japan inshe, river gunboat, 331 tons, Lieut. Comile. P. Crabtice, Yangisze

Monmouth, cruiser, 9800 tons, Capt. J. A Tuke, Japan . Moorhen, river gamboat, 180 tons, 2 guns, ! Lieut. Comdr. Vaughan, West River Nightingale, river gunboat, 85 tons, 240 b.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo boat destroyer, 350 tons, 6 guns, 63 0 f.b.p., Lt. Comdr. Kiddle, Japan Robin, river gauboat, 85 tons, 2 guns, 2:0 h.p., Lieut,-Comdr. Walcott, Hongkong Sandpiper, river gunboat. 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Pick-II, West

Snipe, river gun boat, 85 tons, 2 guns, 249 h.p. Lieut-Comdr. S. H. Pennyson, Yangtere Taku, torpedo boat destroyer, Bosu, Strath, Hongkong

It added that the Kaiser will send a special Tamar, receiving ship, 4600 tons 6 guns, Commodere Stokes, Hongkong Teal, river ganboat. 180 tons, 2 gans, Lieut. Comdr. H. R Godfre , Yangisz , Thistle, gunboat, 710 tons 900 h.p. Lieut. Comdr. West, Hongkong

Virago, torpede-boat destroyer, 360 tons, 6 guns, 6,300 i.h.p., Lieut Comdr. Stevenson, Japan Waterwitch, surveying ship, 620 tons 450 i.b.p. Anping

Comdr. A. W. Glennie, Swatow Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,90) h.b., Lieut. Comdr. H. B. C x, Swatow Widgeon, gunboat 195, tons, 2 gun, 820 h.p.

Lt-Comdr. G. B. Spicer-Simson Yangisza Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. J. Todd, Yangtaza Woodlark gunboat, 15 tons, 2 guns, 550 p.h Lieut-Comdr. J. F Knox, Yangteze

BANKS. INTERNATIONAL PANKING

CORPORATION. the Philippine Islands, and the Republic of Panama. = about Mex. \$5,900.00) RESERVE FUND

... ... Gold \$3,250,000. about Mer. \$5,900,000 HEAD OFFICE: 60 Wall Street, New York, LONDON OFFICE: Threadneeds. House, B.C. Branches and Agents all over the World LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAST BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of per annum on Daily balances and accepts For !? months 14 per cent. per aunum. For 6 For 3

No. 9, Queen's Road, Central, Hongkone W. M. ANDERSON. Manager. Hongkong 24th July, 1997.

FONGKONG AND SHANGHAI PAID UP CAPITAL FL. 45,000,000 (£3.750,000) BANKING CORPORATION.

PAID UP CAPITAL \$10,0 0 000. RESERVE FUND STERLING RESERVE \$10,400,000 SILVER RESERVE ... 11,00 : 000 -----321,000,000RESERVE LIABILITY OF PROP'TORS 10,0 0,000

COURT OF DIRECTORS. G. H. MEDRUSST, E.q.-Chairman. Hon, Mr. HENRY KESWICK, -- Deputy Chairman A. Fuchs Esq. I E. Shellim, Esq R. Shewan, Elso. H. A. W. Slade, Esq. C. R. Lerzmann, Esq.

CHIBN MANAGE Congkong-J. R. W SMEER, Esq. MENAME

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Stanghai-H. E. R. HUNTER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 24 per cent, per Annum.

For 6 months, 82 per cent. per Annum. For 12 months, 4 per cent. per Annum. J. R. M. BMITH. Chief Manager, Hongkong, 14th June, 1907.

HONGKONG SAVINGS BANK.

HILE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. CION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED Daily balances. DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shangha

BANKING CORPORATION. J. R. M. SMITH Chief Manager. c. 1907. 22 Hongkons 12th January, 1907.

JEDERLANDSCH-INDISCHE Astraea, 2nd class cruiser 4360 tons, 10 gnns, (NETHERLANDS INDIA COMMERCIAL BANK-

ESTABLISHED 1863.

Authorised Capital Fl.-15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 1,628,850.19 (£135,737)

HEAD OFFICE: AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangcon, Calcutta, Bombay, Madras, Colombo, Karachi Djeddalı, Bangkok, Saigon, Shanghai

BANKERS: Loudon : THE WILLIAMS DEACONS BANK, SWIES BANKVEERIN. Paris : COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PAYS

Vienna: Union Bank. Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business. INTEREST ALLOWED,

On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Deposits: 12 months 4% per annum. J. BOETJE, Manager. No. 16, Des Voux Road Central

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPROIAL IMPERIA

CHARTER CAPITAL SUBSCRIBED Yen 5.48 Margin (CAPITAL PAID-UP 3,750,0 0 HEAD OFFICE: TAIPEH, FORMORA.

BRANCHES AND AGENCIES: Tainau Nagasaki Tameu: Foodbow Osaka **Fokio** Keelung Shanghai Yokoham.

HONGKONG OFFICE: 3, DES VŒUX ROAD, Interest allowed on Current Accoun-Deposits received on terms which may be on application.

D. TOHDOW, Manager. Bongkong, 5th April, 1907.

BANKS

THE TOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP You 24,000,000 RESERVE FUNDS , 11,550,000 BRANCHES IND AGENCIES. Tokyo Koba Osak Nagasaki London Lyons New York Sur Francisco Honolulu Bomb y Shanghai Hankow Ch foo 1 ientsin Peking! Newchw ng Dalny Port Arthur Autung Lioyang Mukden Tieling Chang Chun

HEAD OFFICE-Y R HAMA: HONGE NO -INTEREST ALLONED.

On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 57 per annum TAKEO TAKAMICHI, Monager.

TEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

Hougkoug, 6th April, 1907.

RESERVE FUND ... Ft. 5,000,000 .4417,000

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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta. Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: -

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On Current Accounts 2% per annum on daily. palances. On Fixed Deposits 12 months 41% per annur. 3 do.

J. L. VAN HOUTEN Agent, Hongkong, 8th June, 1967 THE CHARTERED BANK OF NDIA

AUSTRALIA AND CHIN INCOMPORATED BY ROTAL CHARTS. 1853. HEAD OFFICE-LONDON

PAID-UP CAPITAL Shortly to be increased to £1,200,000 RESERVE FOND Shortly to be increased to £1,475,000 RESERVE LIABILITY OF PROPRIE.

TORS £800.000INTEREST allowed on Current Account at the rate of 2 per cent, per annum on the

On Fixed Deposits for 12 months 4 per cent. JOHN ARMSTRONG. Manager.

Hongkong, 16th May, 1907. THE MERCANTILE BANK OF

INDIA, LIMITED, AUTHORISED CAPITAL ... $\pounds 1,500,000$ Subscribed -1,125,000PAID UP.

RESERVE FULD BANKERS. LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS :

For 12 months per cent. For 6 32 per cent. For 3 2½ per cent. EVAN ORMISTON, Manager, Hongkong, 30th April, 1907.

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP. Sh. Tack 7,500,000 HPAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, BERLIN.

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LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SOF: THE UNION OF LOND N ND SMITH'S BANK LIMITED. DEUTSCHE BANK (BERLIN), L'ND N AGENCY

DIRECTION DER DISCON O GESELLSCHFAT INTEREST allowed on Current Account, learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager, Hongkong, 7th January, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES:

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENLOCHY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being lauded AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst., will be subject to rent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival. No claims will be recognized if not presented within 14 days of the ship's arrival. McGREGOR BROS- & GOW. Hongkong, 21st July, 1907.

1237

S.S. "S LAZIE," COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charente," and "Aledoe" from Havre FITHE Steamship ex s.s. "Medoc," fron Bordeaux ex s.s. Ville d'Urias" in concection with the above Steamer are hereby informed that their Goods, with the excaption Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be anded here.

Bills of Lading will be countersigned by the . adersigned. Goods remaining undsimed after MONTAY, the 29th July, 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 29th July, 1907, or they will not be

All damaged packages will be examined on MONDAY, the 29th July, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 22ad July, 1907. NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

'SAXONIA."

Optional Cargo will be forwarded unless may be obtained notice to the contrary be given before To-DAY. ous Godowns of the Hongkong and Kowloon to rent Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject | undersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd July, 1907. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENCLEUCH," FROM, ANTWERP, LONDON AND

STRAITS MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th July will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 6th August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowas, where they will be examined on the 30th July, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Hongkong, 23rd July, 1907,

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," baving arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 1st August, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 1st August, or Claims in DEPOSITS received on terms which may be connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 25th July, 1907. 1252

NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. THE STEAMSHIP "GHAZEE." FROM GLASGOW, LIVERPOOL AND

STRAITS. A YONSIGNEES of Cargo are hereby informed U that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and or from the wharves delivery may be obtained. No Claims will be admitted after the cloods

have left the Godowns, and all Goods remaining undelivered after the 31st inst. will he subject All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognised. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD., Hongkong, 25th July, 1907.

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

"MONMOUTHSHIRE," (Capt. G. E. Warner, having arrived from the above Poets, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees'. risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the Blat July, will be subject All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on WEDNESDAY, the Sist July, at 2.30 P.M. No Fire Insurance has been affected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Hongkong, 25th July, 1907.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby Captain Habel, having arrived, Consignees of Opinm, Treasure and Valuables, are being informed that their Goods, with the exception of Cargo are hereby requested to send in their | landed and stored at their risk into the hazardons Bills of Leding for countersignature by the and/or extra hazardous Godowns of the Hong-Undersigned and to take immediate delivery of kong and Kowloon Wharf & Godown Company, Ltd., Kowloon, or West Point, whomes delivery

No Claims will be admitted after the Goods Any Cargo impeding her discharge will be have left the Godowns, and all Goods remaining lauded into the hazardous and/or extra hazard- undelivered after the 31st inst. will be subject

All broken, chafed, and damaged Gords are to be left in the Godowns, where they will be examined on the 31st inst., at 2 P.M. All Claims must reach us before the 4th August, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the NORDDEUTSCHER LLOYD,

MELCHERS & Co., Agenta. Hongkong, 25th Jane, 1907,

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS. Consiguees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkoug and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the goods are landed This vessel-brings on Cargo:-From London, &c., ex s.s. "Moldavia" From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless

instructions are given to the contrary before Goods not cleared by the 1st August, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 25th July, 1907.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANIAS RELIANCE CROWN TARPAULING ARNHOLP, KARBERG & CO

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails o Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card 30 Cents On Paper ...

On Sale at the Hongkong Daily Press Office.

Hongkong, 26th January, 1907. ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press" Hongkeng 26th July, 1907.

Printed and Published by BEETRAM A. HALE for the Concerned, at IQA, Des Voenz Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.